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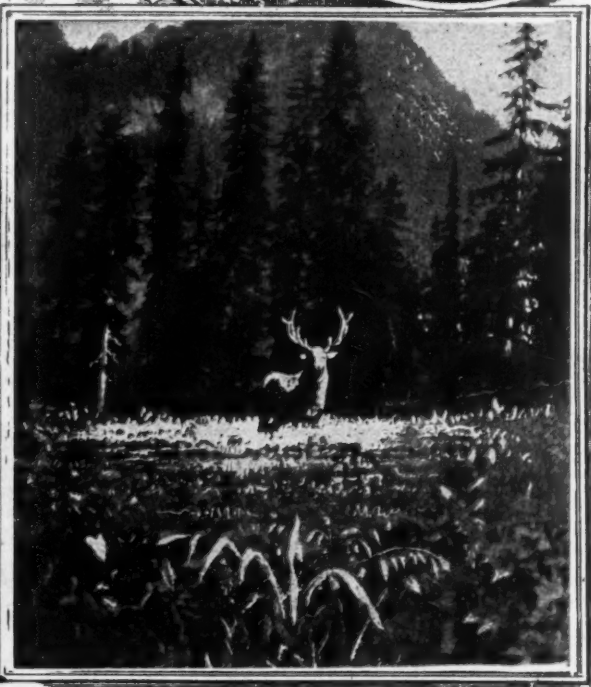
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THE NORTHWEST MAGAZINE



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WESTERN
ART, LIFE,
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ON ALL MATTERS PERTAINING TO
NORTHWESTERN PROGRESS

E.V. SMALLEY, Publisher.

GENERAL OFFICES: ST. PAUL, MINN.

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In this issue: St. Paul, the Capital City of Minnesota.

CRAWFOAD BICYCLES.

\$20.

CRANKS

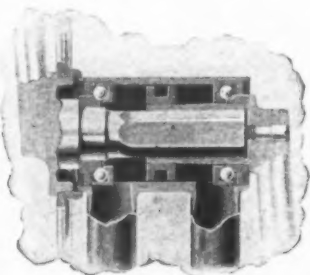
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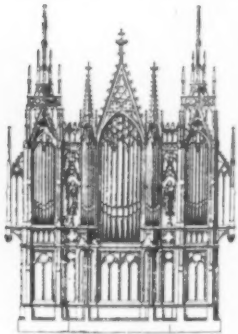


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THE NORTHWEST

Illustrated Monthly Magazine

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VOL. XVII.—No. 4.

ST. PAUL, APRIL, 1899.

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ST. PAUL, THE CAPITAL CITY OF MINNESOTA.

By Austin L. Halstead.

Where the Western waters gather at the head of navigation on the Mississippi River, nature's great artery between the plains and prairies of the Northwest and the Gulf of Mexico, sits the capital city of Minnesota. To Minnesotans generally, and to a large number of the older residents in adjoining States, the history of St. Paul is as an open book; but for strangers, visitors, guests, a brief pen sketch of the city's past and present may again prove interesting and instructive. Practically in the center of North America, it has grown from a mere hamlet in 1838 to a splendid city of 175,000 inhabitants in 1899. Fifty-eight years ago a log chapel, a frontier store, a grocery, and a few cabins constituted the settlement; today the area occupied by the city is something over fifty-five square miles, within which are numerous streets of solid business blocks, large industrial plants, and mansions that are famed for their beauty everywhere. In five years more a half century will have passed since St. Paul was incorporated as a city. They have been forty-five years of constant progress—an unceasing advance of civilization in what used to be an almost unbroken stretch of pine and hardwood forests and the camping-ground of thousands of warring Indians. The problem of the survival of the fittest has again been demonstrated; the "white man's burden" has been borne all through these years of conquest, until now peace, prosperity, and enterprise have supplanted the rude life that erstwhile dominated this fair domain.

St. Paul is one of the most admirably situated cities in the Union. Between its two main divisions flows the Father of Waters, the high bluffs on either side of the river constituting rugged parapets that are picturesque in the extreme. In the river are a number of wooded islands, and along the shores, and on the uplands which border the stream, are natural groves and

forests, the green of which contrasts vividly with the silvery flow that swirls and drifts so majestically beneath. St. Paul proper bears a close resemblance to a huge crescent, the horns of which extend down the river to Mound Park, and up the stream toward Ft. Snelling. In the foreground is the business part of the city, well

above the level of the river; and back of this, rising gradually in slightly terraces, are residence districts. The main residence portion, however, is on what is called St. Anthony Hill, an elevated plateau that overlooks the valley of the Mississippi for miles. Spanning the river and connecting greater St. Paul with West St. Paul are three costly bridges, one of which, the High Bridge, reaches from bluff to bluff at a dizzy height. It is from this bridge that one can drink in St. Paul's romance. At night-time the spectacle presented is superb. For miles and miles—up the river and down the river, and on both sides of it, gleam the million lights. It is almost like a fairy scene. The moonlight shimmers on the swift-flowing waters, the forests lend a somber weirdness to the hour, and all about the horizon are the scintillating reflections from myriad business piles and happy homes. He who looks upon this picture once, will never forget it; it will be imprinted on his mind, and he will carry St. Paul with him always.

There are many other favorable impressions that the stranger will bear with him when he leaves St. Paul. He will find that the city is thoroughly modern. It is up to date with its public improvements and in all its ideas. It has an unsurpassed sewerage and drainage system, nearly 175 miles in extent; it has an excellent metropolitan police and fire service; it owns and operates the finest waterworks system in the United States, the water being drawn from spring-fed lakes, and as free from impurities as water can be; it has 400 miles of graded streets and some fifty miles of streets and avenues that are paved with stone, asphalt, and cedar blocks; it has numerous well-built and well-conducted hospitals, a double telephone service, electric light and gas facilities, well-organized charitable associations, and it is one of the neatest, cleanest, best shaded, most generous, beautiful and healthful cities in the whole country. To hail from St. Paul is to advertise one's self a citizen of one of the best known and



ST. PAUL'S NEW POST-OFFICE AND CUSTOM HOUSE, THE TOTAL COST OF WHICH WILL EXCEED \$1,200,000.

most progressive cities in America. More than this, the home pride is participated in by all who visit the city. No one is ever disappointed in St. Paul. Its well-known hospitality, its lovely streets and avenues, its beautiful parks, tree-bound lakes, and myriad other attractions serve to enchant our guests and to create a longing in their breasts to dwell in the land forever.

A GREAT RAILWAY CENTER.

St. Paul occupies an enviable position among the noted distributing points of the country. It is the only city in the Union from which start two great transcontinental lines. Here are their general offices, their immense workshops, their armies of skilled managers and trained accountants. Traversing the vast Northwest which lies between the Mississippi and the Pacific Coast, they bring to St. Paul, going and coming, a mighty and constantly increasing volume of freight and passenger traffic. The stately overland trains, as they swing in and out of the Union Depot, are sights worth witnessing. They are either ending or beginning a journey across a continent—across plains, prairies, mountains, valleys—the Pacific Ocean at one end, the North Star State at the other end.

None the less interesting are the other great systems that run to St. Paul, making the city a very headquarters of traffic. There are six competing lines between St. Paul and Chicago, three between St. Paul and Kansas City, two between St. Paul and St. Louis, three between St. Paul and Lake Superior, and two between St. Paul and Manitoba. The Northern Pacific, the Great Northern, the St. Paul & Duluth, the Chicago, St. Paul, Minneapolis & Omaha, the Burlington & Northern, and the Chicago Great Western railways—six in all, are man-

aged from St. Paul, two others having their general offices in the neighboring city of Minneapolis. So far as the Chicago, Milwaukee & St. Paul line is concerned, its system extends in three directions from this city, it maintains a branch general office here, and it is almost looked upon as a local enterprise. Radiating from St. Paul, this network of railways reaches to every part of the United States—East, West, North, and South. No section of country is left untouched. They end at St. Paul, run from St. Paul, and thus constitute unsurpassed feeders and distributors for the city's gigan-

tic wholesale and manufacturing interests.

The Union Depot, recently remodeled and now one of the largest and most conveniently arranged depots in the West, is at the foot of Sibley Street. It is the scene of incessant activity. One hundred seventy-five regular passenger trains arrive at and depart from this depot every twenty-four hours, the total number of passenger-cars thus entering and leaving the station in 1898 amounting to 237,389. The building will shelter 10,000 people. In it are spacious and well-appointed waiting-rooms, a nursery room and other special accommodations for women, and all those features which are now characteristic of modern terminal stations. Hundreds of neatly uniformed conductors and thousands of engineers, brakemen, porters, and other railway men are coming to and going from St. Paul all the time. They are a busy lot of men—always alert, always ready for duty, and the Union Depot is a good point from which to study them collectively as well as individually.

Arriving at the depot, visitors will find that they are practically in the heart of the city. The principal hotels are within easy walking distance, though the street-cars and hacks are numerous enough to convey a person speedily to any desired point. This is one good thing about St. Paul's Union Depot; it is not located in an out-of-the-way place, to reach which requires a lot of time and the expenditure of considerable money. Although on one side of the business district, where the web of tracks is never interfered with by the general public, the depot is so near the main thoroughfares of the city that strangers can find their way to and from it without difficulty. In no other large city is the transportation system more conveniently



THE NORTHERN PACIFIC RAILWAY COMPANY'S NEW GENERAL OFFICES AT THE CORNER OF FOURTH AND BROADWAY STREETS.



GENERAL OFFICES OF THE GREAT NORTHERN RAILWAY COMPANY, CORNER THIRD STREET AND BROADWAY.



THE CITY OF ST. PAUL, FROM A PAINTING OWNED AND COPYRIGHTED BY F. W. TUCHELT'S SONS.

at hand. We might have, and we actually need, a depot of still larger dimensions, but it would be exceedingly difficult to locate one at a more desirable point of vantage.

JOBGING, WHOLESALING, AND MANUFACTURING.

Leaving the Union Depot and coming up Sibley Street, one passes block after block of massive buildings that are occupied by St. Paul jobbers and wholesalers. Many of these wholesalers are manufacturers, also. Are you interested in any particular line of business? You will find it represented here. Dry-goods, groceries, hardware, boots and shoes, millinery,

rubber goods, harness and saddlery, furs and fur garments, drugs, hats and caps, clothing, furnishing goods, wines and liquors, machinery supplies—these and a hundred other lines are jobbed, wholesaled and manufactured in the capital city of Minnesota. Millions of dollars are thus invested. St. Paul's wholesale business has been established many years, and it has now attained to colossal proportions. The city takes rank with the leading jobbing markets in the country. Its wholesale dry-goods houses are immense concerns; its big grocery warehouses have few rivals anywhere; it has

the third largest drug house in the United States, the largest exclusive fur establishments, one of the largest wholesale hardware houses, and its huge boot and shoe factories employ thousands of operatives and sell their products South, East, North, and West.

But let us be specific in our statements. According to carefully compiled statistics gathered by Mr. A. S. Tallmage, secretary of the Chamber of Commerce, the jobbing and wholesale business done in St. Paul in 1898 amounted to \$165,000,000, and the manufactured products amounted in value to \$76,000,000; a total of \$241,-



LOOKING AT ST. PAUL FROM THE WEST SIDE BLUFFS, THE HIGH BRIDGE IN THE FOREGROUND.

000,000. Of factories there are 600, and they give employment to 20,000 persons. These are items worth thinking about. They illustrate local resources, and help one to understand why St. Paul is a substantial city—why it bears so important a relation to the whole Northwestern country.

Few cities enjoy such exceptional advantages as a distributing point. Having once gained prestige as a supply center for this vast territory, it was not difficult to retain and to increase it as the country grew in population and wealth. The way to the broad region beyond the Mississippi led to St. Paul. One by one the railways came, and soon these carriers and builders of trade and commerce penetrated the Northwest in every direction and made it more and more tributary to the big marts at the head of river navigation. So many competitive lines of transportation insure reasonable freight tariffs and prompt service, and all this has had an influence in building up St. Paul as a jobbing and manufacturing center. Northwestern Iowa, a good portion of Wisconsin, all of Minnesota, North and South Dakota, Montana, Washington, Oregon, and Idaho are, and will continue to be, regarded by St. Paul business men as home territory. The population of each of these States is bound to increase from hundreds of thousands to millions, and St. Paul's jobbing and manufacturing interests will prosper accordingly. Unlimited capital is available, energy and enterprise are not lacking, and the field is large enough to satisfy the aims of the most ambitious.

In some respects the jobbers and manufac-

urers of St. Paul are leaders over all other dealers in the Union. No other one city is so large a primary market for manufactured fur goods. It is from this city that hundreds of Eastern dealers are supplied with furs garments of all descriptions. From earliest times, dating

ever country they can be procured, and the demand for St. Paul goods grows steadier and stronger each year. Thousands of skilled operatives are employed in this one line. The call for these goods extends from Alaska to Maine—from Oregon to the remotest point in Canada.

Readers will understand that this is not intended to be a review of St. Paul's industrial interests entire. Scores of very important lines of manufacture must pass unmentioned. They are here, and they are increasing in strength, numbers and capacity every year. Among the greatest of these is the South St. Paul live-stock yards and packing-houses, the operations of which aggregate millions of dollars in value annually. Statistics for 1898 are not available, but in 1897 the receipts of cattle were 363,162 head; sheep, 781,283 head; hogs, 309,578 head; horses, 11,202 head. The cattle and hogs are slaughtered on the grounds and converted into food products by the powerful packing-house companies there. An industry of this kind is of untold value to Northwestern farmers and stockmen, who thus find ready sale for their live stock in a home market. Another industry of a good deal of importance to

the farmers of the country is that established by the Northwestern Grass Twine Company, whose immense plant occupies ten acres of ground and will furnish employment to about 300 persons. Railway shops, car-works, pickle factories, paint works, syrup manufactories, machine and hoist plants, carriage works, and



THE FIRST NATIONAL BANK BUILDING, CORNER FOURTH AND JACKSON STREETS.



SIXTH STREET, LOOKING TOWARD JACKSON STREET, THE SECOND NATIONAL BANK ON THE RIGHT.



HOME OF THE SCANDINAVIAN-AMERICAN BANK, CORNER SIXTH AND JACKSON STREETS.

many other large concerns go to swell the total of St. Paul's industrial enterprises.

IN RETAIL DISTRICTS.

Emerging from the shadows cast by the massive wholesale buildings, and from the noise and bustle on Third Street, where the big and always alert commission houses are located, one comes suddenly into St. Paul's extensive retail district. Block after block, and street after street, are built up solidly with brick and stone structures in which are displayed the staples and the luxuries of the world. Plate-glass fronts border the thoroughfares everywhere. There are rich treasures in gems and jewelry, large furniture houses, great department stores that employ hundreds of clerks, dozens of fine shoe establishments, huge dry-goods emporiums, up-to-date hardware stores, modern grocery houses, seductive confectionery stands, large sporting-goods' depots, big book-stores, and the most elegant retail fur establishments in the Northwest—in which any kind of fur garments will be made to order on short notice. The leading retail houses are on Wabasha, Sixth, Seventh, Robert, St. Peter, and Jackson streets, though there are scores of attractive business resorts in other parts of the city. In a place of this size, as a matter of course, fine saloons, well-kept billiard-halls, and metropolitan restaurants and cafes abound in large numbers. St. Paul is a social city. Its people like good cheer. They want the best of everything, and they have it. There are few failures in business circles, few changes. It is a substantial community, made up largely of old and well-to-do residents. They may be a trifle conservative sometimes, but they are safe, they are solvent, and they are good people to draw trade from. They want—not showy goods, but goods of quality. These St. Paulites have excellent taste. Go where you will, you will hear the capital city spoken of as a place wherein elegant homes, refined culture, and courteous hospitality are distinguishing characteristics.

ST. PAUL'S FINANCIAL BULWARKS.

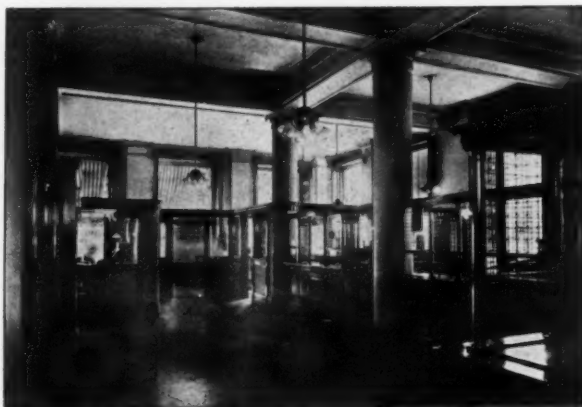
Supporting the vast business interests of St. Paul are a group of banking-houses and other financial institutions of which the whole Northwest is proud. For many years the city has been regarded as a financial stronghold, and at no time in its history has its banks and loan and trust companies been more worthy of public confidence than they are now. The long period of depression which followed the panic of 1893 but served to weed



INTERIOR VIEW MERCHANTS NATIONAL BANK, FIFTH AND JACKSON STS.



CAPITAL BANK, IN GILFILLAN BLOCK, CORNER FOURTH AND JACKSON STREETS.



OFFICES OF THE ST. PAUL TRUST CO., IN ENDICOTT ARCADE.

out ill-managed and unstable banking institutions all over the country, and this was true of St. Paul. With one or two exceptions, both due to causes named, our banks were as impregnable to hard times as the Rock of Gibraltar. Their large resources, conservative management, and keen financial insight enabled them to pass through the ordeal securely and to emerge therefrom stronger and more competent than ever.

There are nineteen institutions in the city, including loan and trust concerns, that transact a banking business. The aggregate capital and surplus of these financial houses amounts to \$6,783,939.28, their combined deposits reaching a total of \$21,746,589.28, the grand total being \$28,530,528.56. The loans made by these institutions aggregate \$17,081,015.05,

while the cash on hand is represented by the enormous sum of \$11,449,513.51. These figures, taken from the recent report made by the secretary of the St. Paul Chamber of Commerce, to which report we are indebted for a considerable portion of our statistical matter, are reliable. With an estimated population for the city of 175,000, it is easy to see that our banking resources exceed \$163 per capita, and that the deposits alone would give to each man, woman, and child the handsome sum of \$125. It might be difficult for any other city in the Union to duplicate this showing.

Of the nineteen financial houses mentioned, five are national banks, nine are State banks, and three are savings banks, a number of the State institutions being established in the business and industrial suburbs of the city. There are also two loan and trust companies that stand in the same relation to the public as banking houses, and are so included. These facilities are ample. As a matter of fact, St. Paul

has larger banking resources than it needs. There is more money than there is demand, although loans are offered at low rates of interest. But these conditions are not peculiar to St. Paul; they prevail to a greater or less extent in all cities, even in New York. Another successful crop season, however, will set all the wheels of business in motion, and capital will doubtless find a better market. All the channels of trade and manufacture are gaining volume rapidly—so rapidly that 1899 promises to be the banner year in the commercial and industrial history of the Northwest. Jobbing is heavy, the factories are again in operation, and railways are spending money in betterments and branch extensions. Another big crop,



MINNESOTA'S NEW STATE CAPITAL, NOW IN COURSE OF CONSTRUCTION IN ST. PAUL.

with fair prices, and we may expect to see all our big and little industrial hives running full-handed again, many of them night and day. This is true of some of them now; it will be true of a great many more a few months hence. It is on this full and strong revival of business that bankers must depend for their chief sources of income. When enterprise is rife, money is needed and interest rates are active; when enterprise is dormant, capital is as idle as it is shy. Enterprise is in the air now. There is a tremendous life-movement throughout the entire Northwestern country, and the people are again ready to undertake enterprises

of "great pith and moment." As St. Paul is a financial center—a depot of Northwestern resources, it follows naturally that its financiers exercise a powerful influence in all contiguous territory and will benefit largely by all forward movement in business circles.

Among the banking houses illustrated in this number are the First National, the German-American National, the Capital Bank, the Merchants' National, the Scandinavian-American Bank, and the St. Paul Trust Company. They have abundant resources, are ably conducted, popular with the public, and hold exceptionally high rank in the world of finance.

THE ST. PAUL CITY RAILWAY COMPANY.

It is probable that the street-railway systems of St. Paul and its sister city, Minneapolis,—the first under the name of the St. Paul City Railway Company, the other under the name of the Minneapolis Street Railway Company, and both owned and controlled by the Twin City Rapid Transit Company,—have made greater progress toward perfection than can be shown in any other city, bar none. In St. Paul alone, the company operates 120 miles of trackage. There are sixteen separate lines, the equipment of which comprises 497 cars. Into these cars can be put an average of fifty



NATIONAL GERMAN-AMERICAN BANK BUILDING, CORNER FOURTH AND ROBERT STREETS.



A FINE VIEW OF ROBERT STREET, LOOKING TOWARD THE RYAN HOTEL.

persons to the car, thus making it an easy matter for the St. Paul City Railway Company to transport 24,850 local passengers to various parts of the city in one run. To house these cars requires five immense buildings, all so situated that the cars can be distributed to the different lines without delay. In the summer, light, graceful open cars are used; in the colder months the cars are all closed, and kept comfortable by means of stoves. The entire system is operated by electricity, power being supplied in unlimited volume by the company's great power-plants in Minneapolis and St. Paul.

On a warm day, or in the deliciously cool evenings that are so prevalent in St. Paul during the heated term, naught is more restful, naught more delightful, than a ride over one of the long lines of the street-railway. The roadbed is always in good order, and the cars whirl along at so rapid a rate that one experiences a feeling of exhilaration. The various places of resort are all reached. To go to Ft. Snelling one takes the Ft. Snelling cars on Seventh Street. These cars run a distance of about ten miles, and connect on the east end with the White Bear Lake line, which extends some seven miles farther. A ride to the fort, which lies at the west end of the line, takes one through the business heart of the city and past Seven Corners and the great High Bridge. Blocks of stores are seen along the railway for miles, and when these cease you spin by pretty homes and suburban gardens. Seventh Street line pursues the same course, also connects with the White Bear road, but does not extend quite so far westward.

When one wishes to visit Mound Park, where the hills of the Mound Builders are carefully preserved, and where one has a glorious view of St. Paul and the Mississippi Valley, the Maria Avenue cars should be taken. These run from Wabasha Street down East Seventh, and then

branch off over Dayton's Bluff—a ride of nearly three miles through a pleasant residence part of the town, and leading, also, to the Minnesota State Fish Hatchery.

The Grand Avenue line, which runs from the heart of the city to Groveland Park, Shadow Falls, Hill Seminary, Macalester College, and the steamboat landing at the foot of the park bluffs on the Mississippi River, a distance of about five miles, can be taken on Robert Street between Fifth and Seventh, or at the corner of Seventh and Wabasha streets. This is a ride of great attractiveness, at the end of which



A WINTER SCENE AT MINNEHAHA FALLS.

pretty steamers can be taken up the Mississippi to Minnehaha Falls and the Soldiers' Home, and then back to the city at the foot of Jackson Street.

To get up on St. Anthony Hill, where the finest residence district is, and to reach the lovely suburb called Merriam Park, it is necessary to board the large modern cars on the Selby Avenue and the Merriam Park lines. These lines extend three to five miles, and afford very fine views of the city.

The Como, Como-Interurban, and Como-Interurban-Harriet cars all run to Como Park and Como Lake, but the Como-Interurban and Como-Interurban-Harriet cars also go to Minneapolis—the last named going as far as Lake Harriet, the most prominent resort in our neighboring city. This long ride past beautiful parks, through noble woodlands, down handsome avenues, and along the placid waters of Como and Lakes Calhoun and Harriet, costs but ten cents each way, and at either end of the line one is entitled to free transfers to any other connecting lines. The cars used are very large, very high, elegantly constructed, and are run at railway speed. Como Park is three miles from the city hall, and the fare there, as it is to all parts of the town on any of the street-car lines, is only five cents, transfers being given to every section of the city.

Another beautiful ride about five miles in length can be taken on the Hamline cars, which run from Smith's Park to suburban Hamline, Hamline University, the State Fair Grounds, and the State Farm and College. The cars may be boarded anywhere on Fifth and Wabasha streets.

We have already referred to the White Bear line. This is taken at the east end of Seventh Street, where it connects with the cars from Ft. Snelling and the Seventh Street line proper. The White Bear route winds through peculiarly attractive

suburbs. It goes through meadow-land and past wheat fields; it skirts pretty bits of forest scenery, and glides by cozy homes, big machine-shops, and purling brooklets. By and by, after a delightful ride of about seven miles, the cars come in sight of the matchless lake, and soon after draw up at beautiful Wildwood, one of the most charming resorts in the Northwest. It is a ride that always affords perfect satisfaction.

The remaining street-car lines convey one to various portions of the city, but do not run to



Minnehaha Park.

MINNEHAHA PARK, A LOVELY RESORT NEAR THE SOLDIERS' HOME.



ELEGANT STATION OF THE ST. PAUL CITY RAILWAY COMPANY AT ENTRANCE TO COMO PARK.

localities that possess special interest. There are three lines which cross the Mississippi River to accommodate the large population and the many industrial enterprises on that side, one of them—the Mississippi and West St. Paul line, crossing the Wabasha Street bridge and winding about, uphill and down, until it passes a point that is only a short distance from the most elevated portion of the High Bridge, which spans the river at Smith Avenue.

What is likely to prove the favorite line of the entire street-car system, however, we have reserved mention of until the very last. This is no more nor less than the new line which the company is about to construct between St. Paul and Stillwater, where the Minnesota State Prison is located. It will be about twenty-one miles in length—measuring from Wabasha Street, in St. Paul, to the business heart of Stillwater, a flourishing city of some 15,000 population. The cars to be run on this

line will be of the Como-Interurban pattern, and the trip will be made in fifty minutes. As the route will be via Wildwood on the White Bear Lake, and through a section of country that is famous for the great variety of its landscape features, it is certain to be very popular with the general public. It is expected that the road will be ready for business in time for the summer traffic.

St. Paul people are pleased with their rapid transit facilities. The system, which furnishes employment to a thousand men, covers the city thoroughly, the equipment is first-class, the motormen and conductors are skillful, well disciplined, and invariably courteous, and the general management is not only prompt and efficient, but always ready to do everything in its power to improve the system and to accommodate its patrons.

OUR BEAUTIFUL PUBLIC PARKS.

If there is any one thing of which the aver-

age St. Paul tax-payer is proud, it is the extensive system of public parks which he helps maintain. Comprising this system are forty-eight separate tracts of land and water, which, including Phalen Park and the boulevard system, afford a total area exceeding 1,136 acres. The valuation of these gems of nature is placed by the Park Board at about \$2,000,000—which, considering the fact that many of them lie in the heart of the city, and that upon them has already been expended several hundred thousand dollars in permanent improvements, is very low.

Como Park is the *piece de resistance*. It is about three miles from the city hall, and is reached by the Como, the Como-Interurban, and the Como-Interurban-Harriet electric cars, which run at frequent intervals and at fast speed. Como Park and Como Lake are celebrated everywhere. Go where you will, you will not find a more beautiful park or a finer



LAKE HARRIET, REACHED BY THE COMO-INTERURBAN-HARRIET CARS.



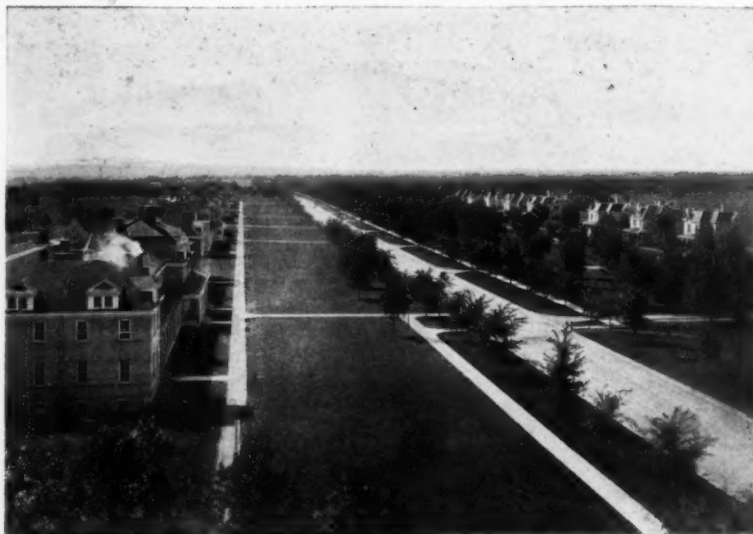
SEVENTH STREET, THE GREAT RETAIL THOROUGHFARE OF ST. PAUL.

bit of water than these. There are 396 acres in all, the lake occupying an area of 142 acres. As the cars swing up to the pretty Swiss station and you get out upon the broad platform, a ravishing vision greets you. Entering the park, which extends as far as you can see, you look upon the perfection of landscape gardening. You are in a land of enchantment. The lovely foliage, the velvety greensward, the great banks of flowers, the myriad plants, the graveled walks and driveways, the oddly-interesting floral designs—all these hold the eye and draw forth exclamations of delight. Just in front of you is the mountain of mist cast up by the stately Schiffman Fountain. Shimmering through the trees are the sparkling waters of the broad lake, and yonder are the boat-houses and the big pavilion, where grand open-air concerts are given, and where refreshments are served. Leading down a romantic glen is "Banana Walk," and a little to the left is a large artificial bayou in which all sorts of tropical water-plants are cultivated. Still farther to the left are the "Gates Ajar," and on all sides are mammoth mounds of flowers. Follow the meandering walks and you will soon have another view of the lake. You will note that it winds in and out of many picturesque nooks and coves—sometimes in the shade, sometimes in the open, but always beautiful. It extends a long distance. There are interesting little islands in it, grassy banks, miniature canals, arching bridges, and upon its gentle bosom drift scores of pretty boats and dreaming lovers. This is Como, beautiful Como—a spot which, once seen, is never forgotten.

There are twenty-two neighborhood parks, thirteen of which are improved; two outlook parks, both improved; five side-hill terraces, and fifteen triangles at the intersection of streets, eleven of which are improved. The prettiest of these parks are Rice, Central, Smith, Irvine, Lafayette, Summit, Merriam Terrace, and the Indian Mound park.



SECTIONAL GLIMPSES OF ST. PAUL.



FORT SNELLING—OFFICERS' QUARTERS ON THE RIGHT, BARRACKS ON THE LEFT.

Smith Park is situated in the heart of the wholesale district, bounded by Wacouta, Sibley, Fifth, and Sixth streets, and is yet young and in the development stage of its existence. It contains a fine fountain, lovely beds of flowers, an abundance of rustic seats, lots of shrubs and thrifty trees, pretty lawns, and well-graveled walks.

Rice Park is near the new Government building and in the rear of Windsor Hotel. It is one of the oldest parks in the city. Here are ancient trees, a band-stand from which summer concerts are given, and all those accessories of flowers, seats, and winding walks with which every park is supplied. It is easily reached, and very popular as a down-town resting-place.

Irvine Park is most easily reached by the Seventh Street and Ft. Snelling street-railway lines, going West. It is only a few blocks beyond Seven Corners, and lies in a beautiful little vale down toward the river. This is one of the loveliest and most restful little parks in St. Paul—a perfect grove, where art has done its best to supplement nature. The fountain is always cool, the great banks of foliage plants and blossoms are a delight to the eye, and when one sinks to rest upon the seats beneath

the overhanging shade, one is preparing to throw aside thoughts of the world and to indulge in solid comfort only.

Central Park and Merriam Terrace are accessible from the cars that run to Como Park or via any of the inter-urban or Rice Street cars. They are back of the new State capitol. The Terrace overlooks the city and valley for miles, and is an excellent residence district. The park is also in a choice residence neighborhood, and lies considerably below the Terrace—under it, in fact. It needs age to develop its foliage, but it is nevertheless one of the most attractive outing places in St. Paul.

Lafayette is in the lower-town district, back of Seventh Street. It is only a ten or fifteen minutes' walk from any of the hotels, though the East Seventh Street cars will carry you within a couple of blocks

of it. This is another old park, where the trees remind one of pioneer days, and where one can linger hours without wearying of the reposeful environments.

Nor must we omit mention of Summit Park, a little triangular gem which adorns a portion of Summit Avenue. It is reached by the Selby Avenue and Merriam Park cars, and lies just to the right of the Selby Avenue hill. Visitors will find some noble residences in that vicinity. It will pay to stroll up the avenue till one comes to Lookout Park, which extends to the very edge of the high bluff that overlooks the windings of the Father of Waters as far up as Ft. Snelling and as far down as the bend of the stream below the Indian Mounds.

Beneath one lies the city, and across the river are the spires and foundries and homes of the people in West St. Paul, the great bridges looking slight enough in the distance.

Mound Park, so frequently named in this article, is of exceeding interest to anyone who likes to delve into the mysteries of the past. The huge mounds are the burial places of some unknown race. History clings about the spot; none should miss visiting it. To reach this park the Maria Avenue cars are taken at Wabasha Street, corner of Seventh. A run of fifteen or twenty minutes down East Seventh Street and over Dayton's Bluff brings the sight-seer to the terminus of the line, which is at the park. Immediately in front are the mysterious mounds. Little footpaths wind up their green sides to the summits, from which one of the finest views is had in the whole Northwest. The bluffs at this point are precipitous. At their base flows the great Mississippi. To the right is the vast amphitheater,

rising in terraces from the water's edge, in which the City of St. Paul is built. You see the lofty business blocks, the scores of church-spires, the smoke curling from hundreds of factories and workshops, and back of these, far up on the plateau of St. Anthony Hill, the towering apartment houses, and the city's most compactly built residence district. Across the river is another view of the West Side, and down the river, ten miles away, the eye catches a glimpse of Hastings. Faced in this direction you look upon irregular hills, all wooded; upon rich farm-lands yellow, perhaps, with golden grain; and upon valley lands, heavily timbered, following the course of the big stream as it rushes onward to the gulf. The State Fish Hatchery is a few blocks away, and at the foot of the bluffs, stretching far as the eye can see, are sinuous railway tracks that lead from these lonely mounds to the distant East.

OTHER NOTABLE RESORTS ABOUT ST. PAUL.

Minnesota is a land of beautiful lakes, mighty

forests, and full-flowing rivers. In no other State in the Union are there so many desirable recreation resorts. In St. Paul are Lakes Elmo, Owasco, Bald Eagle, Gervais, Josephine, and Phalen; within ten miles of the city are upwards of sixty lakes, chief of which is White Bear, reached by steam railways or by the street-car lines. The area of this lovely body of water is equal to 2,290 acres. It is about six miles across it, and its shores are nearly all heavily wooded. Amid these cool groves are scores of elegant summer residences, and in the villages which dot the shore-lines are many pretty cottages, boat-houses, pavilions, etc. On one side of the lake is the village of White Bear, on the other side is Wildwood. Both are famous summer resorts—where all manner of refreshments are available, and where sail-boats, steam yachts, rowboats, fishing, and other forms of recreation abound.

Within twenty, fifty, 100 or 150 miles of the city are hundreds of lakes where the fishing is

excellent, where good hotels are found, and where the air is cool and healthful the year round. All these are reached by the railways in a short time. Between St. Paul and Duluth—only 150 miles distant at the head of Lake Superior—are a number of fine lakes that teem with fish. Lovers of this sport can run out and return on the same day, if they so desire. Some twenty-six miles from St. Paul is Lake Minnetonka, the fame of which is national. There is beautiful and diversified scenery there, large hotels, numerous steamers and other craft, and the tortuous shore-line is nearly 200 miles in length.

Not least in importance is the old Mississippi, upon whose bosom the stately steamers of the Diamond Joe line float



CORNER VIEW OF THE FAMOUS INDIAN MOUND PARK, OVERLOOKING THE VALLEY OF THE MISSISSIPPI.



ALONG THE WINDING WALKS IN BEAUTIFUL COMO PARK.

from St. Paul to the commercial metropolis of Missouri. It is one of St. Paul's great transportation routes, but it is also one of our chief sources of pleasure and recreation. Naught is more delightful than a moonlight excursion up or down the river on one of the cozy steamers. In the summer months these excursions are of daily occurrence. The boats, fully illuminated and with bands of music, go up the river to Fort Snelling, to Minnehaha Falls, to the Soldiers' Home, or take longer trips up the Minnesota, where it unites with the larger stream at the foot of the frowning battlements of the old garrison post.

Ft. Snelling is a point of great interest. It is one of the oldest military posts in the country, and about the finest. The reservation contains 1,531 acres, and occupies a plateau which commands the junction of the two rivers named. You first catch a glimpse of the white walls of the old post; then you see the ancient blockhouse and the stone tower. The new quarters are about a mile from this point, and they present a very attractive appearance. Two miles away are the homes erected for the veterans of the Civil War, and adjoining these is Minnehaha Park. Minnehaha Falls, famed in story and song, will need to be visited as a matter of course. The poet Longfellow saw these "laughing waters" and immortalized them—and this is a very good reason why visitors should familiarize themselves with the scene.

A CITY OF FINE HOTELS.

During the Grand Army reunion here in 1896, the ample hotel accommodations furnished by St. Paul was the subject of favorable comment on all sides. The largest houses are the Ryan,

the Aberdeen, the Merchants, the Windsor, the Metropolitan, the Clarendon, the Astoria, and the International, the rates of which range from \$2 a day upwards. Some of them are on the American plan, some on both American and European, and one on the European plan exclusively. The Ryan, one of the finest hotels in the West, has 450 rooms; the Merchants, a very popular house, has 300 rooms, and the others run from 100 to 250 rooms. The Aberdeen, a first-class house, is on St. Anthony Hill, where the noise of the business world cannot reach its guests. There are a score or more of smaller houses in various parts of the city, where the rates correspond with the less elaborate accommodations furnished, but where good food and comfortable quarters are obtainable. Add to these the long list of boardings and lodging-houses, and the many buildings that can be transformed into excellent lodging places at short notice, and it will be seen that St. Paul is in position to take care of the

largest crowds that gather within her gates.

There are scores of good cafes and restaurants, also; and, in connection with these, it can do no harm to observe, incidentally as it were, that, when occasion demands, St. Paul and Minneapolis can combine their hotel and other entertainment facilities, and ask no odds of the biggest host that ever congregated at one time or place.

NOTABLE PUBLIC BUILDINGS.

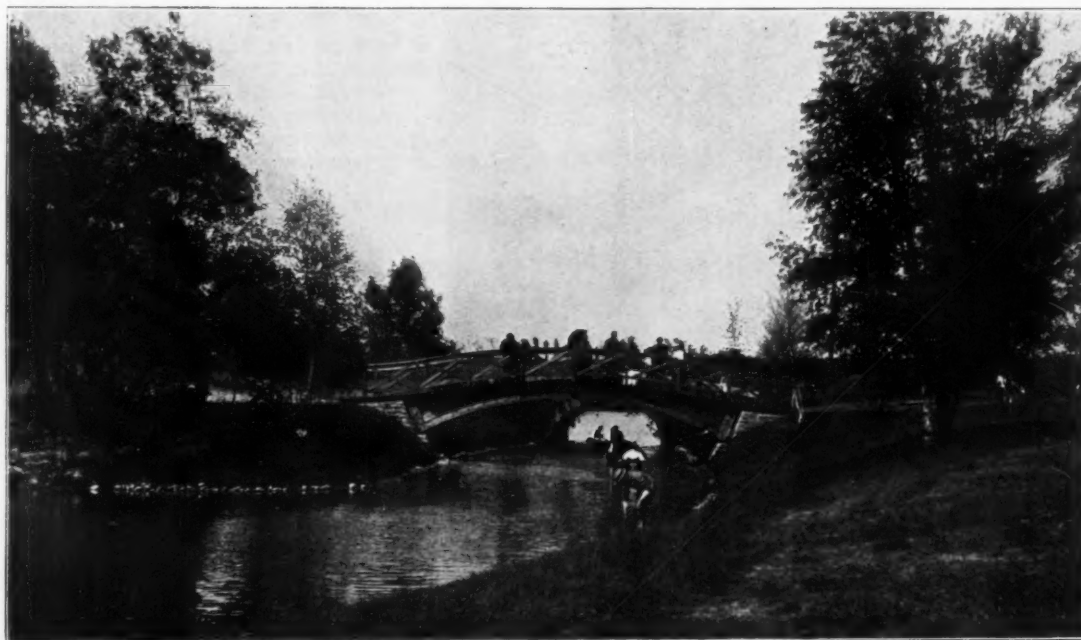
Noble architectural designs always constitute an interesting study. Near the head of Wabasha Street is being erected Minnesota's new State Capitol. It will be constructed of white marble, and will cost not less than \$2,000,000. The old capitol building, also on Wabasha Street, is not so imposing in appearance, but it has served its purpose well and will continue in use until the new and statelier building shall be completed. Near Rice Park is the new Government building. It will cost \$1,200,000, and be one of the finest custom-houses and

post-offices in the country. The city hall and courthouse is another building worth looking at. It is a substantial stone edifice, erected at a cost of a million or more. This building is at present the home of our public library, but measures are now maturing for the construction of a magnificent library building which shall cost about \$1,500,000. The site has not yet been selected, but it will be in a short time.

Among the principal office blocks are the Pioneer Press building, the Globe building, the New York Life and the Germania Life buildings, the Manhattan block, the Endicott Arcade, and the great structures used by the Northern Pacific, the Great Northern, and the Chicago, St. Paul, Minneapolis and Omaha railway



IN COMO-LAND—LOITERING 'MID WOODLAND SHADES AND FLOWERING PLANTS.



A PEEP AT COMO LAKE AND ONE OF ITS RUSTIC BRIDGES AND PRETTY CANALS.



THE CITY HALL AND COURT-HOUSE.

companies. The stage is represented by the Metropolitan and the Grand opera-houses, both first-class in every respect. The Grand is at the corner of Sixth and St. Peter streets, the Metropolitan is on Sixth Street, near Robert.

Our public school buildings are very creditable. There are forty-eight in all, giving employment to about 600 teachers. Some of these buildings are handsome modern structures, and all of them are well equipped for educational work. There are five colleges, universities and seminaries—Hamline University, a Methodist institution; Macalester College, under the auspices of the Presbyterian Church; the German Lutheran College at St. Paul Park; and two Catholic halls of learning—the St. Thomas College and the new St. Paul Seminary, generally called the "Hill" Seminary, because it was built and given to the Catholic Church by Mr. J. J. Hill, president of the Great Northern Railway Company.

Of churches we have scores—168 in all. Of these the Baptists have 14, the Congregationalists 14, the Christians 11, the Presbyterians 16, the Episcopalians 16, the Catholics 26, the Methodists 26, and the Lutherans 28. Perhaps the most notable of these edifices is the Presbyterian church on Cedar Street, one on Dayton Avenue of the same denomination, and the German Catholic church, the twin towers of which remind one of the old-world cathedrals.

Club life is also well represented here. The Minnesota Club leads in a social way, and occupies its own building on Fourth and Cedar streets. One of the most active and influential clubs in the West is the Commercial Club, established in the upper story of the Germania

Life Building, corner Fourth and Minnesota streets. Its large membership includes the most prominent business men in the city, and its chief aim is to foster and encourage the commercial and industrial interests of St. Paul.

At its head is a broad-minded president, an unusually active and capable secretary, and a thoroughly competent board of directors. The Chamber of Commerce, the sessions of which are held in the stone building at the corner of Third and Jackson streets, is the oldest established business association, and exercises a very decided influence on public measures and politics. It has an able president, a well-informed secretary, and a large board of directors composed of leading men of affairs. We have boat-clubs, athletic clubs, and several other purely social organizations, but the principal representatives of clubdom have been named above.

A LOOK AT OUR HOMES.

If visitors come to St. Paul expecting to see a raw, unfinished city, they will be agreeably disappointed; if they come here with the expectation of seeing one of the most beautiful cities in the Union, they will not be disappointed at all. We are proud of our city. We are proud of its miles of asphalt pavement, proud of its magnificent shade-trees, proud of its fine streets and avenues, and we glory in the princely beauty of its homes of opulence. Miles and miles of streets and avenues are parked and boulevarded. Every paved street is swept clean and kept free from dust. Every lawn is green, and about thousands of homes you will see one or more of the "window gardens" for which St. Paul is famed.

As already stated, the main residence district is St. Anthony Hill. It is a vast group of lovely homes in the midst of a huge grove of elms, maples, and box-elder trees. Summit Avenue is undoubtedly one of the most uniformly beautiful thoroughfares in the United States. The large and elegantly kept grounds, the stately mansions, and the long vista afforded by block after block of gracefully-winding and ever receding pavement—broad, white, and bordered with the emerald green of velvety lawns, make it more of a dream picture than a living reality. Fountains are playing beneath overarching trees, flowers are in bloom everywhere, and on all sides are evidences of wealth and culture.

Other almost equally fine avenues on the Hill are Portland, Holly, Ashland, Laurel, Dayton, and Marshall. You will find rows of beautiful terraces and small homes of exquisite neatness



FIFTH STREET, LOOKING TOWARD WINDSOR HOTEL.



CORNER SEVENTH AND ROBERT STREETS, LOOKING TOWARD THE ROBERT STREET BRIDGE.

and of modern design in many localities, and above all the sweeping branches of shade-trees.

Costly residences will be found in lower town, too, in the vicinity of Central and Lafayette parks; and another attractive home district is Dayton's Bluff, where a goodly number of the old pioneer residents live. Building is constant in this capital city. New homes, large and small, are being erected all the time. The records show that \$1,758,542.45 was expended in new construction work last year, and the building inspector predicts a marked advance for 1899. As a railway center, as a great wholesale and manufacturing point, St. Paul cannot help growing, and this growth makes it possible to build new homes, plant more trees, cultivate other greenswards, and thus keep on adding to the city's loveliness. It means added values, too. There are few vacant houses in St. Paul. Realty is very firm now, and the market is a rising one. The low ebb was reached during the hard-time period, when a great deal of property was depreciated far below its actual value. Today business lots and residence lots are worth all that is asked for them, and holders are not at all anxious to sell. The tide has turned. From every quarter of the Northwest come tidings of new wealth and prosperity. The farmers are doing well, merchants are thriving as never before, factories are throbbing with life, workmen are receiving higher wages, and all this brings new population to cities and creates demand for good properties. Rentals are growing firmer every day. People no longer haggle over the price of a house; if the premises suit, the rent is paid without murmur, and the land-

lord manifests a pleasing disposition to put his property in good order. Never was there a better time to buy St. Paul realty—never was there a better time to move to St. Paul permanently. Thousands of sturdy newcomers are moving from the Eastern and Middle States to the fertile plains, prairies and valleys of the great empire which lies between the Mississippi and the far-off Pacific,—moving there to build new farmhouses, to till new fields, to plant new orchards, to add wealth to villages and cities, to increase the traffic of railway lines, and, incidentally, perhaps, but none the less

surely, to increase the prestige of St. Paul and its neighbor as the largest and greatest central-supply markets for the whole vast territory. Before us is a grand future. As we cannot grow less, we must grow stronger and broader. There will be no phenomenal growth, no unhealthy development; but St. Paul will keep pace with its immense territorial possessions in all possible ways. It will continue to grow commercially and industrially, in population and influence, in wealth and generosity, and, no matter what fame shall come to its fair rivals, it will always be the Queen City of the North.



IN THE WHOLESALE COMMISSION DISTRICT, ON THIRD STREET.



A Dream of Opulence.

It is said that E. E. Balcom, agent of the Pittsburg and Western Railroad at Wayland, Ohio, will resign his position and go to Montana to prospect for gold in pursuance of a dream he had, in which fabulous amounts of the yellow metal were spread out in view.

Balcom, after a hard day's work, retired and dreamed that he was taken by a guide to the top of a mountain range in Montana near the border line of British Columbia. The sun was just rising, and his guide pointed to a certain spot which was literally covered with gold.

The dream so impressed Balcom that the next day he drew a map giving the mountains, valleys, and rivers as they appeared to him, and the spot where he had seen the gold.

Balcom has never been in Montana, and knows practically nothing of its surface, yet the map is said to be a perfect reproduction of that section, and is pronounced correct by experts who have prospected there.

He has taken carbon copies of the map, and one is in possession of an official of the Pittsburg and Western Railroad in Youngstown.

As soon as Balcom can arrange his affairs he will leave for Montana, and he expects to make a rich strike.

Women Brokers in Spokane.

There have been many stories published on the Republic camp in the Colville Reservation District, Wash., and the excitement of the Spokane stock market, says the *Seattle Post-Intelligencer*, but none told in a more interesting vein than by Claire Farnsworth, a well-known Seattle boy who is now one of the leading brokers of Spokane, and who arrived in the city yesterday for the purpose of establishing a branch office here.

"I have just returned from a visit to Republic camp, and have no hesitancy in saying that it will be one of the greatest mining-camps in the world," he said. "There are a great many fine properties being developed, the majority of the companies now being formed doing business on an assessable basis. This will keep up interest in the camp, and insure its permanence.

"Spokane is one of the most prosperous cities in the country today, and it would not surprise me if it turned out a second Denver. There are more brokers to the square inch than in any place on earth. A feature of the brokerage business is the large number of young men engaged, the majority of whom are doing well and fast becoming wealthy.

"Nor is the business confined to men. There are several full-fledged women brokers in the city, who can talk mines faster and sell more stock in a minute than the ordinary male can in an hour. It is not an uncommon sight to see these female plungers standing about the lobbies of the principal buildings, almost enveloped in clouds of tobacco smoke, and swinging bunches of stock about with the abandon of a veteran."

How He Got the Passes.

The Waterloo (Ia.) *Creamery Journal* relates some very interesting reminiscences of Clayton R. Tinan, editor of the Kimball (S. D.) *Graphic*, who, the writer says, comes as near being a

typical South Dakotan as the State has yet produced.

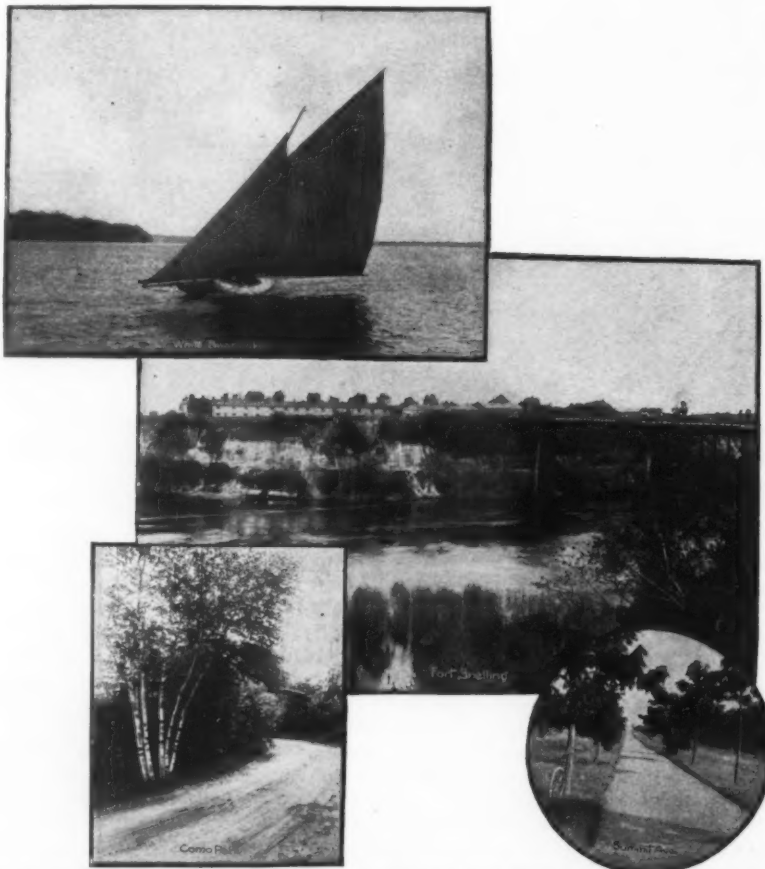
He had come out to the west about fifteen years before on a hunting trip, as a correspondent of *Forest and Stream*. Favorably impressed with the country, he resolved, after he had made a few acquaintances, to establish a county newspaper at Kimball, and to "hew to the line and let the chips fall where they may." He purchased a new outfit, consisting of a few cases of type and a hand-press, at Sioux City, and suddenly, without warning, the *Graphic* was born. In a column of leaded pica Mr. Tinan outlined his policy, and personally told the people that they would have to subscribe for his paper at once and advertise in it liberally or he would expose the fact that every man in the county was steeped in alkali water.

He set his own type, ran off the paper, built the fires, got out the job-work, wrote editorials on the beauties of South Dakota by the mile, and worked from daylight until midnight. It was an heroic struggle. There were few people

less have yielded a fortune to him had he been located in an older country.

"It was this way with me," he said: "I began to publish the *Graphic* as an experiment, not realizing what it meant to wait for the country to grow up. Then came hard times, and more hard times, and we all had to suffer with our neighbors, until a fellow-feeling grew up among us that was so strong that I grew ashamed to think that I had ever been so disloyal as to contemplate turning back toward the East. I stuck, and stayed, and helped make the country, and I am glad of it."

Once, when Mr. Tinan was getting ready to get married, he made application to a St. Paul railroad for a pass to Chicago for himself and wife, with a stop-over privilege at three places going and four places returning, where he wanted to introduce his wife to relatives. The general passenger agent replied by sending a curt refusal from a stereotype form kept in stock for Dakota editors. The note said that the road did not care to extend its advertising



SEEN IN AND ABOUT ST. PAUL—WHITE BEAR LAKE, OLD FORT SNELLING, A BIT OF COMO PARK, AND CYCLE PATH ALONG SUMMIT AVENUE.

in the country, and among the settlers were many who could not afford the luxury of his always interesting paper. Merchants were willing to advertise, but could not afford it; but there was some revenue from legal land notices that helped to keep the wolf from the door.

Mr. Tinan expended the energies of the city editor of the *New York World*, and lavished the labor of a genius on a country that offered little in return. His paper grew in size and importance, the papers of the State copied his philosophic paragraphs and witty sayings, until finally he traded the old hand-press for a power-press, bought a steam engine to run it, added more type, and built an office-building. Then he got married, and built a handsome residence.

Speaking of the hardships endured in a new country, Mr. Tinan frankly admitted that the years of labor he had performed would doubt-

patronage in Dakota at present, and that therefore no courtesies would be extended.

Tinan was mad. He hastily wrote the following note to the general manager of the railroad, ignoring the general passenger agent:

"Your passenger agent has refused to send passes for myself and wife. I am about to be married, and to take the step contemplated it will be absolutely necessary for you to send me this transportation. It is nothing short of a d—d outrage for you to say that you do not care to extend your advertising patronage in Dakota, and your refusal to send me the 'courtesies' is a rare specimen of shameless ingratitude. As a South Dakota editor I have boomed this country traversed by your road for fifteen years. I began printing lies about the fertility of South Dakota soil when one of your hand-cars could have hauled all the grain raised

in the county, and have kept it up ever since. I have boomed and boomed this God-forsaken country until settlers have come here and made it something besides a howling desert peopled only by myself and your station agent; and now, after showing you all these 'courtesies,' when your rails begin to shine with the wear of frequent freight-trains hauling the immense crops of South Dakota to the East, you swell up and say you don't care to extend your advertising patronage and that no 'courtesies' will be forthcoming.

"Is this right? Who made your road what it is today in Dakota? Your officials? Or Divine Providence? Or the South Dakota editor?"

In a reasonably short time Mr. Tinan received a note from the railroad manager as follows:

"You are certainly right—South Dakota could never have been settled without the South Dakota editor. I enclose tickets, with stop-overs, as requested; also Pullman passes. I wish you and yours a long and happy life."

Was it Legerdemain, or Hypnotism?

His name was not Roberts, which is a good enough reason for calling him that here. There was nothing strange or weird in his appearance or general behavior, says an unidentified Coast paper, but he did one hypnotic turn, as the music-hall phrase is, that mystified his fellow ranchers to the verge of lunacy until they got used to it.

Roberts was one of a little group of college-bred men who, some from choice and some from example, have located claims in Mason County, Washington. There is a post-office at Lake Cushman and a tri-weekly mail by stage from the Sound, nine miles distant. "Put" is the postmaster. His name was Putnam, originally, and he is a Trinity man. He has a large ranch at the lake and a summer hotel, where people come for the fishing. Here the men gather for their mail, usually lingering for a smoke and a yarn, and it was here that Roberts began his mysterious performances.

One day when the men met at the post-office, the conversation turned to spiritualism, mind-reading, thought-transference, and the like. It was agreed that the whole thing was rubbish—flubdub, as they say in Georgia. If there was anything in it, why didn't spiritualists make millions in wheat and stocks? Why did seers invariably live in cheap lodgings which smelled of boiled cabbage? Not one of them ever made a cent except what their weak-minded dupes paid them.

Roberts slid off the table and said he'd be going.

"By the way," he remarked, "I got a \$10 gold-piece in Hoodsport yesterday that looks funny. I'm afraid it's a counterfeit."

He handed a small, round object to the man nearest him. Several heads bent over it, and passed it from one hand to another.

"It's all right. Nothing the matter with that," was the verdict.

"Thanks," said Roberts, taking it back and throwing it on the table. The men then saw that what they had taken for a \$10 gold-piece was a common iron washer off a wagon-wheel. It was rusty and battered, and it had a hole in the middle. Of course they declared with one voice that they had been flimflammed.

"It was mere slight-of-hand," they said.

"No, it was flubdub," answered Roberts.

The door opened, and two other ranchers came in.

"Hello!" cried Roberts. "What do you fellows think of this \$10 piece? Is it queer?"

He handed them the washer, and they examined it carefully, weighing it in their palms, and turning it over several times.



MINNEHAHA—"LAUGHING WATERS"—THE BEAUTIFUL FALLS IMMORTALIZED BY LONGFELLOW.

"Don't see anything queer about that," they agreed.

The trick was repeated a dozen times, with unflinching success. No one was deceived a second time, and most of them declared that they weren't really in earnest, or the light was bad, or something of the sort. The average victim always has an excuse to offer.

The affair was the sensation of the winter; and then something else turned up, and it became a back number.

The next fall Roberts and two others of the Lake Cushman fraternity ran over to Victoria for a little celebration. One of the men returned from a walk down-town and told Roberts that he had been "stringing old Williams, the tobacconist, about that act of yours with the washer." The said Williams discrediting the story as absurd, he had bet two pounds of Hudson Bay mixture against the retail price thereof that the tobacconist himself would be fooled by the identical washer before the week was out.

Accordingly, the next morning Roberts strolled into old Williams' shop, where he was not known, bought a box of Neb-kas for \$3, handed over the washer, took \$7 in change, and walked out.

The British sense of humor, as everyone knows, is sadly deficient, and old Williams, when he discovered the washer in his till, was filled with wrath. He promptly notified the police, and Roberts' friends had to bail him out of jail about 11 o'clock that night.

The court-room rang with laughter at the trial the next day, and the magistrate said that any man who couldn't tell an iron washer from a gold-piece deserved to lose his money. However, it was his duty to discourage confidence games, and he would have to fine the gentleman \$10, the amount representing a kind of poetic justice. The fine was paid at once, the magistrate sarcastically warning the clerk not to accept any old iron by mistake.

The Americans hurried out of the court-room amid smiles. After they had gone, the horrified clerk picked up the iron washer and gave it to the judge without a word. The police found them that evening dining with some English friends at "The Poodle Dog." They

were allowed to finish their dinner, but they were notified that the "Charmer" left for Vancouver at half-past 10, and that they would have to leave town.

Life on a Ranch.

I've jes' been a-readin' a poetry yarn
That a city chap's writ about a barn,
An' life on a ranch, an' cows an' bees,
An' the sun comin' down an' tingle the trees,
An' makin' a whole lot o' breaks like these—
Which shows he don't know a dod-burned thing
'Bout life on a ranch, an' the plowin' and hoein',
The milkin' an' ploddin' an' comin' an' goin'
That's got to be did to keep things a-growin';
An' I'll bet that the feller that writ that stuff
'S got a spot in his hed that ain't baked ernuff,
An' he don't know clabber from buttermilk duff—
Spells hoss with h-o-o-r-s-e,
When h-o double s is ernuff for we
What hain't ever lived in the city.

I s'pose he's a decent sort of a duck,
But he's tackled a job that's got him bad stuck;
An' he'd better come out erlong er me
An' swing an ax 'gin the butt of er tree,
With the sweat rollin' down till he kaint hardly see,
An' the sun bilin' up an' a scarehin';
Let him work long er me till the sun goes down,
An' he'll wish mighty bad he'd a-stayed in town,
An' he won't be stuck on the cow-bell soun';
An' he'll feel mighty sick 'bout the tintin' o' trees,
An' won't give a darn if there never was bees,
If he was but back in the city.

What he says 'bout the cows is a-makin' me smile,
How they plod down the lane, comin' on single file;
An' a-chawin' their cud, not a-carin' as how.
Say, bub, do you think yer could milk that ol' cow
An' not git yerself mixed up in a row,
An' klicked 'bout as flat as a flounder?
She jes' kicks 'bout as hard as a hired man,
An' runs 'round the yard from Bersheba to Dan,
An' jes' acts like ol' Satan, an' never will stan'.
No, mister, one dose would be more 'n ernuff,
An' one kick would jes' knock yer up inter a huff,
An' you'd jigger back inter the city.

But now, on ther square, bub, yer father an' me—
We uster be chums on a farm, do ye see?
An' we know 'bout the things I have writ in my rhyme;
An' yer father an' me jes' counted the time
Till we'd leave the ol' farm, for we thought it a crime
To be looked at as green country farm-boys.
Yer dad turned out a lawyer, an' struggled an' fought
'Gin the world, an' the flesh, an' the devil, an' caught
Jes' a glimpse of the honor he eagerly sought;
But he longed for green trees an' pastures fair,
Where the sun filtered through an' glided the air,
Till he slept in the silent city.

—Mac, in Tacoma (Wash.) Ledger.



A Land of Promise.

The newspapers throughout the State tell of a growing demand for desirable farm lands. There is a great deal of settlement now going on in the counties in the western part of the State. Morton, Stark, Emmons, Burleigh, and McLean counties are attracting a great deal of settlement.

The business of all the railroads of the State is largely increasing in every direction, in merely local business. The settlers who have been in the State a number of years are getting more property around them. They have more to ship out, and more to ship in. The value of property within the State is gradually on the increase, even more than it shows on the assessor's books.—*Mandan (N. D.) Pioneer.*

One North Dakota Farm.

The Valley City (N. D.) *Times Record* says that last year the Nestor Farm of 64,000 acres, near Valley City, yielded 25,000 bushels of wheat, 16,000 bushels of barley, 22,000 of oats, and 2,500 bushels of flax.

The average yield of grain was: Wheat, eighteen bushels; barley, thirty bushels; oats, forty-four bushels; flax, fifteen bushels. To handle this amount of land requires 110 head of horses.

For the purpose of utilizing the rough land, Mr. Nestor keeps a band of about 2,500 head of sheep, and these are fed during the winter months on the straw, grain, screenings, and other feed which is allowed to go to waste on many farms. The sheep are a money-making investment, and do well.

Spraying Fruit-Trees.

A great deal has been said about spraying, and a good variety of remedies have been given for killing fruit pests. Several of these remedies are known to be good, but care should be taken in doing the work. An article appeared in an exchange, a few days ago, with reference to the use of lye as a spraying material, and on this point Mr. D. C. Jenkins, county fruit inspector, says:

"I agree with the writer so far as the merit and value of lye is concerned; it is a good and effective spray when properly applied, but I have seen a number of fruit-trees that have been injured and the bark slightly shriveled and burned, which is very injurious to the tree.

"This deficiency can be avoided by as good or a better formula as follows: One pound of lye, one pound of whale-oil soap (or one quart of good soft soap), and six gallons of water. Add one pound of sulphur well boiled, or till it turns amber color; add one pound rock lime, well slacked and strained; churn all together. This makes a valuable spray, and will not burn or injure the tree.

"I recommend the lime, sulphur, salt, and lye especially for large or old orchards, for the reason that it is recommended by all the experimental stations and by prominent horticulturists as being the most effective spray for the dormant season, and for the further reason

that all the orchards that I have inspected that have been treated with this solution for the last two or three years are generally free from pest and show a clean, vigorous growth."

—*Fairhaven (Wash.) World-Herald.*

A Big Colony.

Dr. David N. McInturff is making a stir down in Oregon. The reports that come from that State indicate that he has thus far met with remarkable success in his huge plans for establishing a Christian colony south of Portland. The extent of the plans and the energy with which they are being pushed forward may be judged by the following dispatch published last month in the *Portland Oregonian*:

"In behalf of a colony, David McInturff and other trustees of the People's United Church have entered into arrangements for the purchase of 8,000 acres of land, a flouring-mill, a general merchandise store, and seven other buildings in Monroe, for which they agree to pay \$175,000. In accordance with the terms of the agreement they deposited \$1,000 cash, and will soon make two more payments of like amounts. In May they will pay fifty per cent of the remainder, and the balance is to be paid in ten years. Outside of railroad transactions, the deal is considered the largest financially in the history of Benton County."

Mr. McInturff and the other trustees say that it is their intention to settle 3,000 persons on the land. They will also build a motor-line from Eugene to Corvallis, and engage in other railroad construction. The colony will be of a religious character.

A Year of Great Development.

This year gives promise of wonderful development in the Inland Empire. At no time in its history has so much interest been centered on its resources and industries. Here, in the center of the activity, not all realize the magnitude of what is doing.

In the country north of Spokane across the international boundary line, a vast amount of capital is being invested by Eastern and European money owners in the development of mining properties; while the Canadian Pacific Railway is building a new branch line 105 miles long, and is preparing to build the sixty miles of road necessary to take its Crow's Nest branch into Nelson. Work to carry the rails on across the Cascades at a point comparatively close to the boundary is also projected. Smelters are to be built and many other improvements

made. The mines of Kootenay have reached that period of development where their producing capacity will be suddenly and greatly increased.

South of the boundary line, the reservation country is developing with marvelous rapidity, and producing mines will be numerous before the end of the year. Railroad projects, that always follow a country's development, are many. There is a strong probability that the Kettle Valley road will be built, or in place of it some railroad that will cross the reservation.

Northeast of Spokane, the Kootenay Valley Railway is being constructed from the Great Northern tracks to Bonner's Ferry to Lake Kootenay, connecting with boat lines. This will give Spokane a new route into the eastern and northern portions of West Kootenay. The line will be completed this year.

The Buffalo Hump mining district in Central Idaho is attracting the attention of the mining world, and a tremendous rush thither is anticipated this spring.

Work is to begin in a few days on the construction of a seventy-five mile railroad that will give transportation to the famed but hitherto almost inaccessible Seven Devils region of the Snake Valley, known for enormous copper ledges.

In the valleys of the Clearwater and Snake rivers, railroad building is being pressed with great rapidity. The Northern Pacific Railway is already laying rails on its line projected up the Clearwater, which it is surmised will cross the Lo Lo Pass to Missoula, Mont. Graders are at work on the construction of a spur from the company's tracks in the valley, headed for the Camas Prairie Country—beyond which, only a few miles, is the Buffalo Hump region. Surveyors in the employ of the Northern Pacific are locating a line down the Snake from Lewiston toward Pasco.

The Oregon Railroad & Navigation Company has surveyed lines almost paralleling the lines of the Northern Pacific in the Clearwater Valley. The Oregon company has announced its intention of building up the Clearwater and to Camas Prairie this year. The company has about 1,500 men at work constructing a line from Wallula to Riparia, sixty-five miles.

In addition to all this construction, on which several thousand men are employed, much more is projected. The O. R. & N. and the Northern Pacific each wants a short cut from the Palouse Country down to the water-grades of the Snake Valley. Penewawa Creek furnishes a route for



GENERAL RECEPTION ROOM OF THE ST. PAUL COMMERCIAL CLUB.

such a short cut, and the O. R. & N. is already seeking to hold it by grading a right of way along its bank. The Northern Pacific will not be behind in the fight.

All these things mean the expenditure of thousands of dollars for the good of the entire intermountain region. They mean the making of fortunes by many, and prosperity for all.—*Spokane (Wash.) Spokesman-Review.*

How the Northwest is Growing.

The railway companies and the land agents doing business in the Northwest seem to be of the opinion that the present season is going to mark high tide in the matter of settlement and enterprise. The Grand Forks (N. D.) *Herald* says that "A. B. Peters of Cando, N. D., passed through the city recently over the Great Northern en route to the East, where he has gathered a colony of between 4,000 and 5,000 immigrants who congregated at Chicago and left for their new homes in North Dakota on March 28. This colony was the largest that has yet been brought to the Northwest, and required four full trains to transport them, in addition to perhaps a hundred cars to move their effects. Many of these people are Dunkards, although there is a large sprinkling of other denominations among them. They come from Virginia, Maryland, Pennsylvania, Ohio, Indiana, Illinois, Michigan, and Wisconsin, and will be located along the Great Northern in the Mouse River Valley, scattering out in the vicinity of Cando, Rolla, Tower, and Willow City, west of Devils Lake. Last fall the Government threw open for settlement 100,000 acres of land known as the Turtle Mountain forest, which had been reserved for future settlers, and who, up to that time, had been accorded the privilege of using the dead and down timber of the reservation. As only dead timber is that which has been burned over, the result was that fires were rapidly destroying the timber, when the Government decided that rather than have so much valuable property destroyed it would be better to place it under the protection of actual settlers, and it was surveyed and opened to settlement. It is largely in consequence of this that so many settlers are heading for this section."

The same enterprise is true of the emigration department of the Northern Pacific Railway Company. Thousands of new settlers from the Eastern and Middle States, and also from abroad, are expected to occupy lands along that line within the next sixty days. These new people are being brought in by General Emigration Agent Mott all the time. They come in carloads, sometimes in train-loads, and the end is not yet. Many of these newcomers will locate in the vicinity of Carrington, N. D., where large and flourishing colonies are already situated.

Immigration agents of all the roads agree that the movement of settlers from the East to the West will eclipse any previous year. Farmers that are cultivating high-priced land in the Eastern States are selling out and buying Western land for one-quarter to one-half the amount received for their Eastern farms, and as a result they not only come West and pay for their lands at once, but they are well supplied with cash with which to cultivate and stock the farm. All the Northwestern roads anticipate an extensive immigration into the Dakotas, Montana, and the Pacific Coast States. The Milwaukee road has been fortunate during the past six months in securing the settlement of several thousand acres of prairie land in Northern South Dakota, although this road does not own a foot of land in that State.

If we go farther West for opinions, we find



A TRIANGULAR VIEW OF A SECTION OF WABASHA STREET, ST. PAUL, FROM CITY-HALL SQUARE.

the following in a recent issue of the *Portland Oregonian*. It says:

"There has been a decided increase of home-builders during the past year in each of the Northwestern States, but the heaviest additions have been made in that portion of the Columbia-Basin toward which branch lines of railroad are being extended by the O. R. & N. and the Northern Pacific, in Eastern Washington and Idaho. Over 1,000,000 acres of agricultural, fruit, and stock lands have been settled upon under the Homestead Law in the vicinity of Camas Prairie and the Nez Perces Reservation. Freight and passenger traffic have increased very much along the lines of all the transcontinental roads leading into Portland, showing that these new settlers have begun building homes, subduing the wild lands, and planting new orchards.

"The development of mineral resources in Oregon, Washington, Idaho, and Montana has also shown that mining interests have been keeping pace with the establishment of new towns, the surveying of new railroads, and the fencing of new fields.

"Northern Pacific officials report their sales of land during the past year as having been the largest in the history of the company. The purchasers are mostly heads of families from the blizzard States of Iowa, Nebraska, and Illinois. These people had become tired of being shut up in their houses by winter storms for the larger portion of the year, and they have found pleasanter climatic conditions, even while changing to higher altitudes, along the line of the Northern Pacific in Washington, Idaho, and Montana.

"Great Northern officials also report increased settlement on farm and stock-range, and general development of mineral resources during the same period. Prosperous and populous towns have sprung up along this line in Washington and Idaho, where two years ago man had scarcely made his mark on the surface of the wilderness. The census of 1900 will show numberless thrifty communities where the census-taker of 1890 might have traveled 500 miles without meeting a white man.

"In Oregon, Wallowa County shows the largest per cent of increase during the twelve months, although there is not a mile of rail-

road yet built within its limits. The indications of approaching branches from the O. R. & N. in the near future have been the cause of this increased settlement of Oregon's north-eastern county, and the agricultural lands within Wallowa's confines are liable to be sufficiently developed to render the operating of the new branches profitable from the start.

"And the movement of 1899, already begun, indicates a very heavy addition to the population of the Northwest this year. This is evidenced by the quick response of homeseekers in applying for the 'settlers' rate' recently inaugurated. These tickets were only on sale one day, but it was necessary to run extra coaches to meet the wants of those desirous of taking advantage of the reduced rate.

"Portland railway officials are deluged with letters of inquiry from nearly every State in the Union. Those coming from California and the Northwestern portion of the nation indicate that the writers wish to free themselves from drought and heat; while the prospective settlers from States further East, are tired of ague, mosquitoes, and race troubles.

"The settlement of Alaska, begun with the gold-seekers' rush, continues with an influx of people of the most permanent class. Many of these homeseekers will return to Oregon, Washington, or Idaho for happier surroundings, after they have become tired of the rigorous climate of the far north.

"A prominent railway official of Portland said recently that the next five years would witness an increase in the population of the three Northwestern States far beyond any like period in their history. He based his predictions on the solid basis of present facts."

Thus the testimony grows. From every quarter comes reports of a great movement of new emigration into the States of Minnesota, the two Dakotas, Montana, Washington, Idaho, and Oregon. The causes have already been named. Farmers in the older States are tired of trying to eke out a living on high-priced lands—the soil of which is impoverished and the acreage of which is necessarily limited. They are coming into the New Northwest, where lands are rich and cheap, where opportunities are better, and where thrift will soon lift them above want and worry.

THE WOLF-CHILD— A SIOUX LEGEND.

By C. A. Hutchinson.

Early in the 19th century, when the Great Northwest was a *terra incognita* to all white men save a few voyageurs and Jesuit priests, the Ree Indians were absolute masters of what is now the last remaining stronghold of the Sioux. For hundreds of miles the banks of the Missouri were dotted with numerous Ree villages, and the broad plateaus to the westward, teeming with elk, antelope, and buffalo, were their favorite hunting-grounds.

A few miles above the present city of Pierre, S. D., but on the opposite bank of the "Big Muddy," are the sites of two deserted Indian villages. One is scattered along the summit of a high, gravelly ridge which extends for some distance parallel with the river, its peculiarly arranged cellars and fortifications plainly bespeaking its Ree origin; the other, nestled cozily in the valley below, but some two or three miles down the river, was for many years occupied by the Sioux. There still linger in that vicinity a few old Indians who once resided in the last of these camps, and from one of them I learned this strange story.

Ho-bu (Heavy Thunder) was a great Dakota chief who waged long and successful warfare against those hereditary enemies of his tribe, the Rees. His most famous expedition resulted in the capture of the Padani village, which I mentioned at the beginning of this article, and in the annihilation of its brave defenders. The Sioux warriors crossed the river some distance above the town, then divided into two parties, the smaller of which descended the stream in their buffalo-hide canoes, the other advancing on foot by a more circuitous route against the enemy's rear.

At daybreak the next morning a Rees sentinel discovered the boats creeping along under the shadow of the bank, and gave the alarm. The Rees swarmed out of their huts and, with a whoop of defiance, prepared to receive their enemies. The Sioux made a feint at attacking, but quickly gave way and retreated in great haste toward their boats, hotly pursued by the victorious Rees. Before the combatants had reached the river, however, a blood-curdling war-whoop burst upon their ears, and, looking back, the Rees were horrified to discover their women and children flying down the slope behind them, closely followed by a horde of naked, hideously painted Sioux.

The Rees instantly realized that they had been outwitted by the wily foe, but continued the fight with the courage of desperation, and when, at last, the battle was ended, the entire band lay dead on the field, and nearly half the Dakotas had also passed to the happy hunting-grounds. Ho-bu himself had been severely wounded, and scarcely a warrior had escaped unscathed.

It was impossible for the Dakotas to return with so many wounded, so they were compelled to go into camp until the band had sufficiently recovered to be able to endure the long march back to their own country. The sore and exhausted braves carried their more seriously wounded comrades into camp, and buried the dead Dakotas; for it was impossible to place the bodies upon platforms in state, as was the custom at that time among the Sioux. Then, in duty bound, they held a grand scalp-dance over the bloody trophies of the fray. The mutilated bodies of the Rees were left where they fell, to be devoured by the coyotes and buzzards.

Several weeks passed away; a portion of the

Dakotas had sufficiently recovered to be able to ride their ponies, and long, slender poles were cut and travois prepared for the others. The band was ferried across the river, and all surplus ponies were loaded down with furs and plunder from the Ree camp.

As the last of the boats were being loaded, Ho-bu, supported upon the arm of one of his braves, wandered back over the battlefield. On their approach a huge gray wolf, which had been prowling about among the ghastly mementoes of the fray, darted away toward the town. Instinctively the warrior brought his flint-lock musket to his shoulder, and fired. The shot was well aimed, and, although the brute continued her flight up the hill, she left a trail of blood behind.

"She has not gone far," exclaimed the chief; "help me up the hill, my son. We shall find her carcass among the huts of the Ree dogs."

The pair slowly climbed the hill, crossed the summit dotted with numerous cabins, and, still following the bloody trail, descended the opposite slope. Just behind a great, isolated boulder, the track ended. Ho-bu peered over the rock, and gave an exclamation of astonishment:

"Wakantanka!" (Great God) he gasped; "what is this?"

The big wolf was stretched on the ground, stone dead. Five young pups were crawling about her, whining piteously; and there, too, right among them, was a naked female infant, apparently about one and a half years old. The old wolf had scraped out a little hollow under the boulder, and beside this den her carcass was lying. The young wolves snuffed at her bedraggled fur, and whined helplessly; but the babe dipped her hands in the pool of blood that was fast gathering, and laughed gleefully.

"Good!" exclaimed Ho-bu. "She is brave! Wrap your blanket about her, my son, and we will carry her back with us. I have six sons, but no daughter. The Sungtokecacina (Wolf-child) shall be mine. Some day she will be a woman and will marry a chief as brave as herself, and raise up sons to be a scourge to the Rees and Chippewas alike."

The young warrior silently obeyed, and, despite her struggles, the child was quickly wrapped in his blanket. Then Ho-bu and his companion turned to rejoin the band.

It was a long, weary journey back over the bleak, rolling prairies to where the remainder of the tribe were encamped on the headwaters of the Minnesota, but they arrived at last, just as the oak and cottonwood were taking on their bright Autumn costumes of yellow and gold. A courier from Ho-bu's band had long since informed the tribe of the chief's success and the singular incident connected with the girl's capture; consequently the returning warriors were received with the wildest enthusiasm; but there were many women who sat alone in their tepees and loudly lamented the loss of husbands, fathers, and sons lying cold in death, far away in the land of the Rees.

Little Sungtokecacina had stood the trip finely, and had become quite reconciled to her captors. No sooner had the women of the tribe exchanged greetings with their beloved ones than they turned their attention to the wee captive. She was caught up and passed from one to another; her beauty and form were praised without stint. Wakansanson (Snow-bird), the wife of Ho-bu, was almost beside herself with delight, but her pleasure was short-lived; for just then Sunghinhota (Gray Horse), the medicine-man, advanced solemnly into the center of the group and, after staring intently at the infant for a moment, cried out in a loud voice:

"Bring me a cup of water."

As the water was brought to him by his aged squaw, the medicine-man plucked a hair from

the child's head and dropped it into the cup. For a minute or so every eye in the assembly was fixed upon the cup of water; then there was a chorus of "Hows!" and the Dakotas exchanged significant glances. The hair had suddenly changed into a tiny, wiggling snake.

"Burn her! Burn the witch! She is a *wakansica*! She will bring trouble and shame to you and to all your people!" yelled old Sunghinhota.

Stout-hearted Ho-bu stood as one paralyzed, but Wakansanson caught the little one up in her blanket, and hurried away to the lodge. There she sat wailing, and rocking her body to and fro, until her husband joined her some time later.

"Let your heart be brave, my good woman," he said. "I have talked with Sunghinhota, and promised him ten ponies if he would drive away the evil spirit that possesses power over the child. He is a wise man, and his medicine is good. Did he not bring rain when the prairies were parched and dry as powder, and all the streams dried up save the Minisose Wakpa (Missouri River); when half our ponies had lost mane, tail, and hoofs from drinking the bitter alkali water? Yes, and did he not bring Hitunkadanska (White Mouse) back to life after he had been three days dead? Surely he can expel the evil one from this tiny babe."

Wakansanson made no reply, but bowed her head and let a few hot tears fall upon the face of the child in her lap. Ho-bu seated himself crossed-legged in the center of the lodge, and smoked in silence as the hours passed by.

Just as the first tinge of light appeared on the eastern horizon, the buffalo-hide that formed the door of the lodge was hastily drawn aside, and the face of Sunghinhota appeared at the opening.

"Come!" said he.

The chief and his wife quickly joined him, the woman carrying the still sleeping infant upon her back. Three of the oldest and wisest Indians of the tribe were with the medicine-man, who now glided swiftly away without speaking another word. The little group followed in single file, the woman and the child bringing up the rear.

A short distance from the camp stood a cluster of big oak trees, the sturdy, wide-spreading branches of which were heavily laden with the blanket-and buckskin-wrapped skeletons of departed Sioux. In a small open space in the very center of this gruesome shade, the party halted. Sunghinhota gathered a quantity of dry sticks and leaves, heaped them upon a large, flat stone, and kindled a fire with flint and steel. About this the others crouched in a semicircle. As the flames rose higher and higher they brought to view the stern, stoical faces of the Indians, and threw into bold relief the grotesque figure of the medicine-man. Sunghinhota was painted a bright red, from head to foot, and his person was further decorated by numerous large, black spots. His head was adorned with the horns and a part of the hide of a big bull buffalo. Strings of bells were suspended from his shoulders. His heavy blue-cloth breech-clout trailed upon the ground behind him as he walked, and his moccasins and leggings were one solid mass of beads and porcupine quills. In one hand he held a large embroidered buckskin pouch, and in the other a curiously carved red-stone pipe with a broad, flat stem fully three feet long.

As soon as the fire had gained sufficient headway, he took several handfuls of some preparation from the bag, and threw it upon the blaze—chanting, in the meanwhile, some strange, unintelligible words. Then he produced from his medicine-bag a young turtle-dove with its wings and feet securely tethered. Deftly opening a vein, he sprinkled little Sungtokecacina with the blood, and laid the bird upon the fire. Immediately all the Indians joined in a chant,

implored the evil spirit to depart from the child. The great pipe was filled and passed from mouth to mouth, while the Dakotas smoked and chanted alternately.

The stars had faded before the gray dawn, and a meadow-lark which came soaring through the air, alighting in the tree top directly over the little group, burst into a glad song of rejoicing. The Dakotas sprang to their feet with acclamations of delight, but the medicine-man raised his hand in token of silence. Far away across the prairies came a weird, hideous wail; it was only the coyotes giving tongue to their usual morning refrain, but Sunghinhota listened attentively.

At last he shook his head, and, turning to the chief, faltered out:

"My brother, I cannot take your ponies. The evil spirit has departed; but some day—I know not when—it will return for its victim. My heart is sad, brother, but I can do no more;" and turning on his heel, the medicine-man stalked gloomily away toward the tepees.

A few hours later the good Jesuit priest, Fa-

"Father," he said at last, "is the God of the whites more powerful than the waukon of the red men?"

"He is," the priest replied without hesitation.

The chief made a sign to some one without, and Wakansanson entered, with the child on her back.

"Father," said Ho-bu, "many moons ago I found this babe in the den of a she wolf, near the hill where we fought the Rees. I have brought her back to my village and wish to adopt her as my own child; but she is possessed of a devil which Sunghinhota, the great medicine-man, has expelled for the time, but which will some day return to plague her. Now, if it be true that your God is more powerful than the evil spirits that bring grief to the Indians, then I pray you to save this little one, which I love better than any of my own sons—brave young warriors though they be."

"I will gladly grant your request, my friend," replied the priest. "She shall be baptized in the Catholic church, and Winyanwaste shall take charge of the child and rear her as a Christian.

You may come to see her as often as you like, and I promise you that the evil spirits shall never harm her."

The chief bowed his assent. The priest took charge of the babe, and formally baptized it as a Catholic. Then Ho-bu turned away muttering:

"The red medicine-man baptized her with blood; the white medicine-man with water. Which is the better?"

Years rolled on. Little Sungtokecacina was carefully reared by the Christian squaw, sent to school at a Catholic mission, and confirmed in the church. Three years later she met Baptist LaMere, a handsome young French-Canadian trader, and after a brief courtship she became his wife and went away with him to his post at Fort Pierre, which was at that time the headquarters of the American Fur Company in that section of the country.

LaMere was a man of honesty, industry, and great native shrewdness, so he naturally advanced rapidly in the good graces of the company, and two years later held an important position at the Fort and was an esteemed and trusted friend of the commandant. Sungtokecacina, now a tall and unusually handsome woman, was an especial favorite. Every summer Ho-bu and a number of his tribe visited the Fort, and the old chief, as he met his foster child, was wont to rub his hands and declare that "The white man's medicine was good."

But one bright morning in the autumn of 1855 the little company of traders, trappers, and voyageurs were thrown into the wildest excitement by the announcement that Sungtokecacina had disappeared and that no trace of her could be found. The husband was distracted, and the commandant was deeply grieved. Some of the Indian women in the Fort had heard the story of the missing woman's strange history, and they whispered about that she had been carried away by the *Waukonica*. The medicine-man had always averred that sooner or later

the evil spirit would return for the woman, and now it had come and spirited her away bodily.

The French-Canadians, scarcely less superstitious than the Sioux, turned pale in spite of their bronze, and gathered in little knots to discuss the mysterious affair. The Indian view of the matter was generally accepted until the commandant succeeded in extorting from one of the sentinels the fact that he had on the night previous seen an Indian woman slip out of the little postern gate and glide along the river bank until she was lost to view among the buffalo-berry bushes. He had supposed that she had gone to meet some clandestine lover, so made no alarm, but had posted himself so as to discover her identity when she should return; but she never came back.

This discovery was almost as perplexing as the previous theory had been. Sungtokecacina had always been, so far as any one knew, a model wife. She and her white husband had lived on the best of terms. They had retired that night as usual, and he had awakened just before dawn to find her absent from his side; and, stranger still, she had left no note or explanation, although she was an excellent scholar in both French and English.

However, the mystery was soon to be solved. An Indian trailer was started out, closely followed by LaMere and several others. The Sioux easily followed the woman's course through the rank grass and scraggy sage-brush, but in the first thicket of buffalo-berry bushes he stopped short, scanned the ground curiously, uttered the single exclamation, "*Waukonsica!*" and hurried back toward the Fort.

"What does he mean?" demanded LaMere. "Here, Jo, you can trail as well as most Injuns; what do you make out of this?"

The voyageur thus addressed stepped forward, scrutinized the ground closely, and replied, "She has passed this way, but she is not alone any more. In this bush she meets a—"

"Forward!" thundered LaMere. "Let us find them, and I'll fight him, be he man or devil, so help me God!"

On they dashed—through the thorny bushes loaded with red and yellow berries; across the wide, grassy flat; up the long draw near the old Ree village—not even stopping to slake their thirst from the spring in the bottom;—up the steep hillside; past the cellars of the old Ree cabins—and finally the guide halted beside the huge boulder in the rear of the hill. LaMere pushed by him, pistol in hand. There was an angry growl, a pistol-shot, and a woman's agonized shriek. As LaMere's astonished followers rushed forward, they saw a big gray wolf scurry away across the prairie; but they were too much stunned to fire a shot, for there on the ground, weltering in her own blood, lay the beautiful Sungtokecacina.

"As God is above, I never meant to harm a hair of her head!" gasped LaMere. "The wolf sprang at me, and she threw herself between us, just as I fired. And I have killed her. Oh, my God! my God!"

They carried the bloody corpse away, and buried it in the little Indian cemetery near the Fort. But to this day the great boulder back of the old Ree village is called by the Sioux "The Wolf-child's Rock."

REGRET.

I sit alone as the firelight dies
In shadows fantastic o'er ceiling and wall,
And I think of a life that wasted lies,
And the dead past rises again and cries:
"Too late, too late, it is past recall!"

I think of all that might have been;
The pleasure is gone, but the pain abides.
The joys of the past seem vague and dim,
Forever remaineth the sorrow and sin,
Nor are swept away with the ebb of the tides.
Spearfish, S. D. MABEL CLAIRE LOUTHAN.



"He took several handfuls of some preparation from the bag and threw it upon the blaze."

ther Frances, was celebrating the holy mass in the rude log-cabin which served as a church for his few dusky-skinned converts. In the very midst of his prayer the priest started, but, controlling himself with an effort, went on as usual. The Indians kneeling on the dirt floor glanced over their shoulders and trembled. In the doorway stood Ho-bu, the great chief, in full war-paint, with a frown black as a thundercloud upon his brow.

The Christian Indians wondered what the intrusion meant. Had Ho-bu returned from the war-path to wreak vengeance upon the bold Jesuit who had dared to penetrate into the very heart of his possessions and seduce his people from the religion of their fathers? Would the chief be content with burning the priest at the stake, or would their lives, also, be sacrificed? But after that first involuntary pause, Father Frances continued the service with the utmost calmness. When mass was concluded, he walked across the little room and addressed the chief: "Well, my friend?"

Ho-bu eyed the priest searchingly.



Break, Break, Break.

Break, break, break,
On thy cold gray stones, O sea!
But your feats cannot compare with what
My servant girl does for me.

O well for the single man
Who has no need of pelf!
O well for the careful spouse
Who washes the dishes herself!

For it's break, break, break,
At breakfast, dinner, and tea,
And the direful cost of the crockery lost
Will never come back to me.

Very Proper, Anyway.

A Lincoln County paper in this State says that over in Adams County Newton Lord and Miss Jennie Helper were united in marriage. Newton is a six-footer, with muscles like sugar-cured hams, and neither of the editors in that county dared head the notice Lord-Helper.—*Garfield (Wash.) Enterprise.*

A Stiff Story.

A man from Iowa who went prospecting in the Klondike, in the course of chilling events was frozen to death. His friends had him brought home for burial. When the body arrived it was found to be so drawn out of shape as to forbid its being placed in a coffin.

To bring the limbs down to a natural pose, the frozen man was placed in a baker's oven and a strong heat was turned on. In the course of half an hour one of his friends opened the oven door, when, lo and behold! the corpse arose slightly from its reclining position, and, shivering perceptibly, remarked petulantly: "Shut that door! I think I feel a draught."

—*Fessenden (N. D.) News.*

Troubles of a Populist.

An Oregon farmer, who was a delegate at a convention in Portland, was greeted by a fellow farmer and delegate the morning after his arrival, and asked how he felt.

"Mighty poorly," was the reply; "didn't sleep a wink the whole night through."

"Why, what was the matter?" asked the other.

"There was a goldarned light shining right in my eyes all night long."

"Why didn't you get up and blow it out?"

"Blow it out?" was the reply. "How could I blow it out when the blamed thing was shut up in a bottle?"

A Child's Fairy Tale.

Out in the second grade in the Rainier School the teacher has been reading fairy tales to her young pupils. On a recent Friday one of them brought in a fairy tale of her own. It is entitled "The Fable of the Naughty Boy." Here it is:

"Once upon a time there was a naughty boy who had a kind father and mother and a good teacher. But he would not mind his teacher when she told him to stop rubbing, for he always had his pincle upside down rubbing.

"One day he was rubbing as usual till his teacher got mad, and at last she sed she wished he was a rubber ball, so he could rub all he wanted to. No sooner did she say the words than he turned into a rubber ball about the size of a ten pound cannon ball, and began to dance about the school. The children began

to run about the room and tried to catch the ball, and so they did after considerable difficulty. And they tried to put it on a shelf, but it was so full of mischief that it would keep bouncing down. Just then the Janitor come in to sweep the floor. As he was going by the ball it bounced at him and knocked his pipe out of his mouth.

"Not long after the professor was coming in to give some instructions. The ball bounded at him with such force that it made his nose bleed.

"At last they got mad, and began to kick it.

"After awhile one of the children succeeded in kicking it, and as he did so he busted a hole in it with a nail in his shoe. The blood began to come, and gradually he turned into his own self once more. He was very much frightened, and after that he was a much better boy."

Rough on Dad.

An Ellensburg minister tells this story, which is not bad, in view of the result of the recent election. He was holding revival services in North Yakima, last week, and as he was closing the services each evening he asked those who were Christians to come forward.

Out of a family of man, wife, and daughter, at one meeting, the latter two went to the front, while the head of the household remained in his seat.

On the way home the daughter, who is about eight years old, unburdened her mind as follows:

"Well, mamma, I'm ashamed of papa; here you and I are trying to be Christians and lead Christian lives, but papa won't do the same thing. He's nothing but a Populist."—*Ellensburg (Wash.) Capital.*

Jim's Transportation.

Jim was "broke," says an unknown Canadian paper. However, he managed to reach Vancouver, B. C., and, walking into the headquarters' office of the Canadian Pacific, said to the manager in charge:

"I am Jim Wardner, and I am an old friend of Tom Shaughnessey. Will you please wire him and tell him that I am here broke and want transportation to Montreal?"

Back came the reply: "Don't let Jim walk."

He got the transportation, and, arriving at Montreal, called at once on Tom Shaughnessey.

"Hello, Tom. So glad to see you and thank you."

"Well, well, Jim, is this really you?" Then, with the real Shaughnessey twinkle in the eye: "How under the heavens did you get here so soon, if you were broke?"

"Why, Tom, thanks to your telegram, 'Don't let Jim walk,' of course I was at once furnished transportation, and here I am."

"Confound those operators. It is strange that they can't get my messages through correctly."

"Didn't you telegraph, 'Don't let Jim walk,' interrupted Wardner.

"Certainly not. My answer was, 'Don't! Let Jim walk!'"

A Few Sarcastic Suggestions.

The *Ledger* undoubtedly like many other newspapers receives numerous communications for publication which possess real merit and have good printable and suggestive ideas back of them that ought to be given publicity to set people to thinking but the writers never knew or have forgotten all they ever did know about punctuation and the art of cutting one sentence short with a period and beginning the next sentence with a capital letter; they simply string out one word after another and make sudden plunges to make their mean-

ing clear and drop in a period or a comma but mostly a — whenever the words cease to flow or the pen becomes dry of ink most of the communications too are written on both sides of the paper and that is an unpardonable offense in a printing office a man may have ideas that will startle the world and thoughts that are no less than inspirations and yet express them in writing and punctuate them after the manner of this paragraph, but never mind that if you have anything to say worth saying write it just as legibly as possible to typewrite it is better and send it to *The Ledger* for its Voice of the People column; try to keep it within 200 words and write only on one side of the paper. And be sure to leave plenty of space between the lines so that the man who hasn't any thoughts at all worth printing but who draws a small salary for knowing how to punctuate capitalize spell and make readable other peoples thoughts expressed like this may have room to make corrections.—*Tacoma (Wash.) Ledger.*

Those Catfish Days.

Sam Fullerton, from his experience as game and fish warden, is naturally prolific in fish stories, and nothing pains him more than to have anyone spin a tougher yarn than his. He was in the auditor's office recently, discussing the question of the best trout-fly, when somebody turned the question on the subject of catfish.

"I can remember the old days when the catfish used to be so large and numerous in the Mississippi River that they impeded the steamboats," said George Flynn.

"Huh!" observed Mr. Fullerton. "You all have heard of old Catfish Pete, who used to live down on the river."

"Yes," replied the audience, unblushingly.

"Well, Pete had a monstrous catfish that used to live in his shanty with him and was so fond of him that he used to follow him about on land and water, like a dog."

"What became of it?" asked Mr. Dunn, who was very much interested.

"It broke its back jumping after a mouse," responded the story-teller. "It was getting gray, anyhow, and—"

Everyone had stolen silently away when Mr. Fullerton looked around. He had conquered.—*St. Paul Globe.*

The Handy Man.

If there is any little odd job to be done about the home, we like to do it. It relieves the great mental strain we are constantly under in writing two-line personals. There are people who immediately rush out and hire a carpenter, a tinner, a plumber, or a blacksmith. We do not. We are enough of a blacksmith ourselves, when it comes to that.

One night recently, when one of our children was playing with and handling a large diamond ring—a regular Kohinoor, as it were—with that familiarity which is alone bred in the lap of luxury, it dropped out of the hand and was heard by each and every member of the family to roll into the register and to drop into the furnace with a dull, sickening thud. There it remained until we came home and the story was revealed, in the gentlest possible manner, to the nominal head of the family.

The ring belonged to a neighbor, consequently we felt that it ought to be recovered at once. Had it been ours, we would never have given the trifling matter another thought. Without taking off our dress-suit, we made for the furnace-room and there, flattening out the pipe with the aid of an axe, we succeeded in getting it apart. Then we raked it fore and aft, without results. In the meanwhile we had raised more or less dust, which had settled

about an inch thick upon our clothes and our hot, moist face, heated to a high degree by our exertions and the adjacent furnace.

Observing this, we finally took off our coat and undertook to get the joints together again. We labored fully two hours at this, until the pipe was an unrecognizable mass. Then we concluded to get a tinner, and place a mortgage on the home. We didn't care what happened.

It took hard scrubbing to get the coal-dust out of our ears and to bring our clothes back to their original color; our wife, in the meanwhile, lending us all the moral aid and ready sympathy of a woman's nature, whose superior intellect "has told you so" several thousand times during such a trying and heated ordeal.

The next morning the ring was found on the floor, about as far away from the register as it could get.—*Bozeman (Mont.) Chronicle.*

Cold Weather Yarns.

It was the major's first appearance since the the grip compelled him to go into retirement, and the crowd was glad to see him, especially as he manifested the usual symptoms preliminary to one of his stories. Someone in the crowd took occasion to remark concerning the weather, and the old warrior at once seized the opportunity.

"I suppose, to you fellows who have never seen cold weather," he began, "the spell that we've been havin' seems sort of chilly. But, say, this is nothing to what we had the first winter I put in these parts. Then it was cold, and no mistake. We had no thermometer, so we couldn't tell just how cold it was, but it's a fact that the Yellowstone froze solid to the bottom in its deepest places, and whenever a buffalo attempted to bellow you could only tell what he was trying to do by seeing his mouth open; the sound froze before it could leave his throat. And I've seen coyotes drop dead chasing jack-rabbits—just naturally froze to death; couldn't run fast enough to keep from freezin'.

"Why, the wood was frozen so hard it wouldn't burn, and the only way we could start a fire was by rubbin' two sticks together so that they'd thaw out, and after they'd get to burnin' we'd have to thaw out the rest of the wood by placin' it close to the fire.

"We were afraid to handle our guns for fear of breakin' 'em; the steel was so full o' frost that you could snap a rifle-barrel like a pipe-stem. It's a fact. We had to breathe through beaver skins to keep our breath from freezin' fast to our nostrils. A jug of whisky that we had froze so hard that one o' the boys made a hole in it and, after puttin' in a handle, we used it for a maul until late in the spring. Then it grew warm suddenly, and we lost the whisky.

"But this is nothin' to what I'm going to tell. One day—" What the rest of the story was will probably never be known, for at this point the major's audience melted away with greater suddenness than had the jug of whisky.—*Miles City (Mont.) Yellowstone Journal.*

Graphic Description of an Editorial Excursion.

Editor Pierce, of the Grafton (N. D.) *Record*, has the following to say on the late North Dakota editorial excursion to the Sunny South:

Our sleeping-car was originally made by Mr. Pullman for a private traveling residence for a couple dozen people, but it was occupied on this trip by about fifty people—all large for their age. I slept with the bell-cord, and, as I am not handy at dressing on a perch, I generally waited until the train ran into a tunnel before making arrangements to meet the world. One man in the party, who had had

good luck growing when a youth, formed the habit of getting up in sections. One morning he lost his best pair of pants, and that day he only arose as far as his dress-coat would allow. What we saw of him that day would not make much time on a pair of skates.

Our porter was a most obliging man; he was obliged to work hard and often, but during the entire trip he never threw a shoe or blacked the wrong eye. He made up the beds quicker than the people could make up their minds to use them; like the rest of us, he had a growing appetite which perished from one to three times per day, assisted by lunch-counters and depot hotels.

One morning it was noticed that the pine-trees on both sides of the track had been robbed of their bark about four feet from the ground up. They looked like a lot of bare-footed boys with their pants adjusted for mud-puddles. Some said the trees in that country shoot up so fast that they outgrow their bark; others contend that the bark was used for breakfast food for a class of roving animals that didn't have any regular boarding-house. Finally a man was found who was posted—he informed us that we were passing through a



"One man in the party, who had had good luck growing when a youth, formed the habit of getting up in sections.... What we saw of him would not have made much time on a pair of skates."

turpentine forest, and that the turpentine farmer removed the bark for the purpose of getting the gum which formed around the tree in quantities to suit itself. This was scraped off and threshed or stacked or went through some sort of trouble—just what I did not learn.

Tampa: We arrived at this resort of money just as the sun was settling its board-bill at the Tampa Bay Hotel, preparing to leave for the other side of the world. This hotel was built by a gentleman by the name of Plant. He had hydraulic pumps working from four national banks during its erection, and left nothing unsung that he could get hold of when furnishing it. You are met at the door of this tavern by a tall, powerful-looking man wearing uniform enough for a base-ball club. He inquires if you are tired enough to stay all night; if you are, he takes your pocket-book up to the clerk, who works back of a rosewood counter lighted up at night by two artificial orange-trees. The clerk looks your pocket-book over to see what room you want; as he can count rapidly, you are soon leaving the hotel or being lifted upstairs by steam. I evaded the man at the door, and walked into the barber-shop trying to look as though I was board-

ing there by the month. But the barber saw my badge—all the way from N. D.—and put a piece of ice in the water he shaved me with. The ice was extra, but I did not kick when I saw the man in the next chair settling for being cut on the chin—the barber claiming that the regular hotel doctor charged \$5 for bleeding the guests. We did not stop at this hotel long, but followed a number of honest-looking people across a flower garden, and entered an elegant opera-house, presented to Mr. Plant by himself.

That night the first meeting of a military congress was to be held, and it was held. We missed the opening number, which was a speech by the mayor of Tampa; I read what he said in a paper the next morning, and found that he was a pretty good fellow. He gave the visiting governors and military men the whole town, and two additions that had not been platted. A high-up military gentleman followed the mayor; he accepted everything that was offered, and said he would feel easier after he had visited the abstract office. The orchestra then let loose a hot Mexican air, and two highly uniformed representatives of that country arose and bowed low in recognition of the compliment.

Both the orchestra and Mexicans responded to an encore. The chairman of the meeting followed the band. He said it was with considerable pleasure he announced that the next address would come from the great war governor of New York. At these words cheers went up from the audience loud and long. After he got another foothold, he directed the gaze of the audience to a little, thin man who, he said, was Governor Roosevelt's representative. The man got up and bowed to a century-plant, lifted his voice about half-way across the hall, and said he was sorry he wasn't the governor. He seemed sincere in this, and the audience forgave him. The governor of Florida, and other distinguished gentlemen who looked as though their salaries were paid promptly, tossed off gems of thought in a careless manner which showed that their private secretaries were earning all they got.

From Tampa we went to Port Tampa, which is nine miles down the railroad track. Here we found a fine steamboat carrying 120 pounds of steam ready to take us down the bay, up the river, and to most any place we wanted to go. No one hesitated about going on board, the captain assuring the party that the boat did not leak and that the boilers had been lately painted. The first stop was made at St. Petersburg, Mr. Straub's winter home. It was a delightful spot. No wonder the gentleman who so successfully engineered the excursion chose to live there. The place is bordered on three sides with orange and pineapple groves, peaches and cream, blue sky above, and blue water in front.

Boating, fishing, eating, and sleeping are the chief occupations of the winter visitors. People who get tired of this kind of recreation can have their teeth pulled or lose an arm to an alligator if they get up before the alligator has been to breakfast.

After leaving St. Petersburg, we made the acquaintance of a couple of rich gentlemen. They belonged to a party who owned their own boat and spent their money freely—so they said. I asked one if he was captain of the boat; he seemed sorry for me for several minutes, but finally got round to tell me that they hired a full crew, had a cook from Paris—if he hadn't quit, and all they had to do was to fish, shoot, sleep, eat, and be good. After inquiring if they were thinking of subscribing for a North Dakota paper, I left them in the act of dividing a stick of gum.

A VOYAGE DOWN PUGET SOUND.

By Marion Patton.

After refreshing ourselves with some of Captain Doane's pan-roasts of Olympia oysters, which are famous all through the Sound Country, we started on what many travelers have called the most beautiful steamer trip in the world. Purchasing a ticket to Tacoma for seventy-five cents, and boarding the Aberdeen at 2 P. M., just as she was leaving the dock at Olympia, we soon left Budd's Inlet far behind and skirted innumerable densely wooded islands, among the number Hartstein Island, where some of the finest strawberries of the country are cultivated by energetic ranchers. Later we came in sight of the village of Stella-coom, which is built up near the State insane asylum; and about the middle of the afternoon we stopped just off McNeil's Island, while two "trusties" from the United States prison rowed up in a boat and took some provisions on board. They were both tall, muscular fellows, and we wondered that they did not attempt to escape, until the captain pointed out to us the high tower near the prison, in which we could just distinguish a man with a field-glass in one hand and a gun in the other, the latter a most cogent argument with the "trusties" for a swift and sure return.

The magnificent timber-lands we saw at every turn gave us a firm belief in the shrewdness of ex-Senator Philetus Sawyer of Wisconsin, who says that if he were on the first round of the ladder of financial success, instead of on the top one, he would go to the Northwest and buy up the finest of its numerous timber-lands now, while they can be purchased for a merely nominal sum, as being the best possible investment for large future profits.

Many gulls, grateful for an occasional handful of crumbs, followed the boat; ducks often flew near, and we glided past many schools of fish which were being lessened by fishermen stationed in rowboats at irregular intervals of distance. The salmon industry on the Sound has been built up rapidly, and for the last few years the annual pack has touched the million mark. Clams and oysters flourish in the sands and waters, and are sold in great quantities every year. Two sportsmen, who came on board at the landing where we stopped for wood and water, showed us a strange freak in the shape of some blood-red oysters, a bed of which they had discovered near Gull Island, in the long run-out of the tide. The shells were ordinarily formed and tinted, but the oysters, which were about twice the size of Olympia oysters, were a bright scarlet.

As we puffed into Tacoma Harbor at sunset, the mountain looked as if it had stabbed the sky and was deluged with blood; but as we watched it, the vivid crimson changed to the softest opalescent tints, and when our boat finally touched the dock, the fog and darkness had hidden from view all but the faintest ghostly outline of its snow-capped summit. Near us on the water rested many steamers laden with produce; for the shipping facilities of the Sound are excellent, and from its harbors the State carries on a lively commerce with the markets of the world.

Next morning at 8:30 we were hurrying towards Victoria on the City of Kingston, one of the handsomest and best equipped of steamers,

which makes the run between Tacoma and Victoria, charging \$5 for the round trip. We carried with us a pleasant memory of Tacoma's broad avenues, fine business blocks, and beautiful homes. At ten the Kingston touched at one of the busy wharves of Seattle, whose splendid location for business enterprises can scarcely be overestimated. All about us were ships bearing argosies from China, Japan, and India, while out in the deeper channel a man-of-war lay peacefully anchored. Located as the city is on heights that slope to the water, its magnificent buildings and full extent showed to great advantage as we steamed out of the harbor. The next stop of any length was made at Port Townsend, where the customs house is located.

At dinner the captain, who sat opposite, advised me to curb my abnormal appetite.

"I wouldn't eat so much," he said, meditatively.

"Why not?" I demanded.

"I wouldn't eat so much," he repeated, regarding me with a sympathetic air.

"It's paid for," I remarked, with asperity.

"You'll regret it," he said sadly.

With unconscious ingratitude, I snubbed him silently and ordered dessert. Rambling out on deck, I was highly entertained by the descriptions of Honolulu given me by a chance acquaintance who had just returned from the Hawaiian Islands.

"Bread-fruit grows there, you know," he said.

"Is it like salt-rising bread, or just like common bread in its taste?" demanded the Bride, who had divided her attention on board between the Duchess's latest, Mrs. Parloa's cookbook, and her newly-acquired husband.

"Why-er, it's fruit, you know, not bread, don't you see; but so-called—grows on trees, you know," explained the gentleman from Honolulu, hastily; and the Bride blushed, and continued her promenade.

As we entered the Straits of Fuca, the waters changed from their calm and tranquil gray to a deep, clear, bluish-green, and a wave without a whitecap breaking into feathery spray came to be an exception.

"It seems rather rough," said the gentleman from Honolulu, looking up apprehensively.

I had long since passed the apprehensive stage.

"It is rough," I answered; "I think I'll go."

"Why?" he demanded.

"I—I don't know," I said vaguely, wishing I had taken the captain's sage advice at dinner, and feeling a yearning desire to escape, deterred only by the conviction that I should never reach the door except on my hands and knees. After a time I managed to reach a lounge in the cabin, where the gentleman from Honolulu brought me claret, and the captain presented a glass of Apollinaris—with pitying words, but with most unsympathetic hilarity. By and by the Bride came in, and, after many involuntary Delsarte movements, tenderly deposited a half-lemon in my left ear, and then collapsed onto a lounge near by. She gave me the most cheering news I had received in days, when she informed me that the pilot had told her husband it was the roughest it had been in a year, and we would probably all go to the bottom.

We did not sink, however, but went on swiftly, leaving behind Dungeness Point, Smith Island, and many smaller islands rising sheer and brown from the water, and gliding by the many lighthouses with their different signals looming up on the reefs and headlands. At last we entered calmer waters—just before we touched Vancouver Island opposite Port Angeles, and we left the Kingston at Victoria, one of the oldest and most interesting cities of Her Majesty's dominion in America.

IN UNKNOWN ALASKA.

News comes from Dawson, in the British Northwest Territory, that Lieutenant Castner, of the Fourth United States Infantry, who started almost a year ago from the southern coast of Alaska to explore the interior to find, if possible, an all-American trail to the Yukon, had at last arrived in that camp, after having traveled over 2,400 miles on foot through the snow and ice of the Arctic region.

The lieutenant was one of three officers assigned to the same duty. The trio divided routes and started out, and, of the three, the last to reach Dawson is Castner, but he brings with him greater results than those of the combined efforts of his competitors.

When the expedition started out, it was expected that Lieutenants Low, Castner, and one other would keep together, but the party soon reached a point from which it was impossible to proceed in a body. It was then that Lieutenant Castner, taking two men, went forward in the frozen fastnesses of the Arctic, seeking out a trail. To follow the windings of the party in and out of glacier gulches, across unknown rivers and through boundless forests would be to write a history of the unknown Alaska. To tell how the party of three pushed on, living first on half rations, then killing one after another of their pack mules, until but one remained of the five, is merely to indicate the hardships faced in an endeavor to blaze a way for those who might come after them, and to leave warnings here, there, and everywhere in order that those who followed might avoid the perils which it cost suffering and privation, to say nothing of the risk of life, to know.

The story of the search for a trail reads like a romance. Finding the trail they had believed to exist impassable, Lieutenant Castner and his two companions started to reach civilization. They put their provisions, guns, etc., on a raft and set it afloat on the Tanana River in an unknown region. The raft was wrecked the second day, and all the provisions, rifles, axes, etc., were lost. All that was saved was a coil of rope. With the rope another raft was built, and for six days the three men floated down the river, living on berries and rose-apples. They were without shoes or moccasins, their feet being covered with canvas tied with strings; and just as hope was gone, the party drifted into an encampment of Tanana Indians. Here they were hospitably received and fed, and after resting were guided to a camp of white men 100 miles up the stream, where the party rested until a boat could carry them to the Yukon. After that it was plain sailing, and the lieutenant went on to Dawson.

The trip was a stupendous undertaking, as the interior of Alaska is absolutely unknown. Lieutenant Castner found all maps to be incorrect. His aneroid barometer failed to work, and in consequence he was unable to measure the height of the mountains or the passes. The lieutenant says, however, that there is a feasible route for a trail or a railway from the coast to a point on the Yukon below Circle City, but lack of provisions prevented him from taking the time to map it out. While no great amount of prospecting was done, still gold, silver, and coal were found all along the route traveled.

THE DAYS GROW LONG.

The earth has turned toward the spring,
Though far and chill the weary way;
At last the lily-bells will ring,
And blue skies follow sullen gray.

Rock Elm, Wis.

NINETTE M. LOWATER.

"GENTLEMAN JACK."

They called him "Gentleman Jack."

He came to the mining-camp at Virginia City, Mont., one summer's day and asked the superintendent for work. The miner looked at his questioner's white hands, frail figure, and neat-fitting clothes, and smiled. But the man insisted, and finally the superintendent consented to allow him to remain.

That night, when the miners returned to camp, the newcomer was introduced to them as Jack, the only name he gave. His companions smiled as the superintendent had smiled, and one, turning to his fellows, said: "Gentleman Jack."

Jack took his place in the mines, and performed his share of the labor. His comrades gradually came to respect the man, who, evidently unaccustomed to the life they led, yet adapted himself to the conditions as they knew them. Time and time again they sought to assist him, but he would not permit it. Neither

The eyes again closed, the stained, bruised lips smiled—"Gentleman Jack" was dead. Who he was, his comrades did not know. But somewhere there may be a waiting mother who, as she reads, may understand.

CHOICE WHEAT LANDS IN NORTH DAKOTA.

Many well-informed people, in and out of the State of North Dakota, imagine that all the successful wheat land in that State lies within the confines of the famous Red River Valley, but there could be no greater error than this, as is evidenced by the continual large crops yielded by other portions of the country. I was pleasantly reminded of this mistake recently during a trip through Foster, Eddy, Wells, and Benson counties, where I found the most substantial evidences of prosperity among the farmers and business communities. I find that a complete failure of crops never prevailed here, and that even partial failures are almost an unknown calamity. The best lands of these coun-

are in every way responsible. Mr. Belseker is president of the Wells County State Bank at Fessenden, and Mr. Davidson is president of the Carrington State Bank of Carrington; and they manage and control six other banks in various parts of the State, besides doing a large mortgage-loan business—enterprises which keep them constantly in touch with values and titles throughout this whole region. R. G. S.

A KLONDIKE STORY.

It is said that a Swede named August Trulsson, and his partner, while working their claim on Lower Dominion Creek, near Dawson, in the Yukon Country, came across a well-preserved specimen of a mammoth that will be of great interest to scientists.

The huge monster had apparently been caught in a glacial slide, and there was nothing to detract from its general lifelike appearance, in spite of the fact that it was forty feet below the surface. The only other recorded



GENERAL VIEW OF THE MINNESOTA STATE FAIR GROUNDS, SHOWING THE GRAND STAND AND SOME OF THE MAIN EXHIBITION HALLS.

did he talk of himself. Once they happened to hear him refer to Chicago, and it was understood that it was his former home.

Six months passed. The miners were one day using dynamite to remove the rock. After the explosion Jack was found lying on the ground, crushed by the weight of a huge boulder. Tenderly they bore him to the hillside. They thought him dead. The blood oozed down his pallid face. His eyes were closed. As they stood about him, the eyelids raised and a smile spread over his features, followed quickly by a terrible look of pain. His lips quivered, and, bending low, his comrades heard a murmur of words.

"Mother, I have not forgotten," was what he said; and then, in long-drawn, suffering sounds, followed the words:

"Our Father—which art in heaven—hallowed by Thy name—Thy will—be—done—on—earth—as—" and then, though the lips continued to move, no sound was audible. Those who watched knew, however, that the prayer was finished and that life's course was run.

ties can be bought for a good deal less than half the price of lands in the Red River Valley, which, on an average, produce no more wheat to the acre. Land varies in price a good deal in these counties, but the best wild land can be purchased for five to twelve dollars per acre.

I talked with T. L. Belseker and C. H. Davidson, Jr., who are pioneers in the settlement of this country, and who still own large tracts in Foster, Eddy, Wells, Benson, and McLean counties, and they say that the very finest of wild lands can still be had at five to ten dollars an acre, and that they can offer a specially selected tract of six thousand acres, in one body, within five miles of Fessenden, the county-seat of Wells, at eight to ten dollars an acre on the crop-payment plan, and lands in McLean County from three to six dollars per acre.

When these men came here, years ago, they had an opportunity to secure the choicest lands, and their holdings today are the best in this section. They are quite reliable in their statements relative to the condition of lands, and

instance of an animal of this species having been found intact, was about fifty years ago. This was in an iceberg on the coast of Siberia, and the specimen is now in the St. Petersburg Museum.

The Dominion monster weighed between twenty-five and thirty tons, with a length over all of forty-four feet and six inches. Its right tusk was broken, but the left is in a perfect state of preservation, measuring three inches over fourteen feet in length, and thirty-eight inches in circumference. It is covered with a hairy wool about fifteen inches long.

Probably the most remarkable feature was that the meat of the animal was as fresh and sweet as if it had been killed only yesterday. The hindquarters of the mammoth weighed 8,642 pounds. It is now the favorite question on the streets of Dawson—"Where else on earth is it possible to sit down to breakfast and order a tenderloin of mammoth, and be served with a juicy cut of a huge monster the size and weight of a Yukon steamer, and killed, perhaps, 25,000 years ago?"



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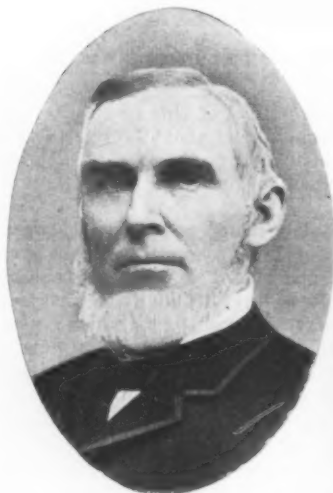
JOHN CAULFIELD, SECRETARY ST. PAUL CITY
WATERWORKS.



THE RYAN HOTEL, ST. PAUL.



HON. A. R. KIEFFER, MAYOR OF ST. PAUL.



MICHAEL DORAN, BANKER.



VAL. J. ROTHSCHILD, OF H. & VAL. J. ROTHS-
CHILD, REAL ESTATE.



J. W. SHEPARD, REAL ESTATE.



M. N. GOSS, CHIEF OF POLICE.

PUBLIC-SPIRITED ST. PAUL BUSINESS MEN.

THE CENTER OF BUSINESS IS THE RYAN BUILDING.

Among the notable buildings that help to give St. Paul its metropolitan aspect are the Ryan Hotel, fire-proofed, seven stories in height, covering an area fronting 225 feet on Sixth Street and 155 feet on Robert Street, and the Ryan Building, occupied for commercial purposes and offices, six stories in height, covering an area fronting 245 feet on Seventh Street and 125 feet on Robert Street.

The erection of these magnificent structures at a cost of over one million dollars was due to the enterprise and public spirit of Mr. Dennis Ryan, who, coming to St. Paul in the early eighties, recognized the important part the city was to assume in the development of the Northwest, and liberally contributed his capital toward its upbuilding. The past fifteen years have seen the marvelous development of St. Paul and the centralization of the retail business district, until now the location selected by Mr. Ryan has become "The Center of Business."

The Ryan Building is now the property of the New England Mutual Life Insurance Company of Boston, whose General Agency Offices



JOHN J. WATSON.

are located on the third floor of the Robert Street section, and are presided over by General Agent Chas. J. Hunt, with Dr. Burnside Foster as Medical Director. Dennis & Company, wholesale and retail cigars, occupy one of the Robert Street stores, while among the occupants of the upper stories are John M. Kuhn, Photographic Artist; A. E. Mellgren, Engraver and Designer; Watson & Howard, Insurance and Real Estate; and the First Scientist Church.

The enterprising Palace Clothing Company occupies the magnificent stores at the corner of Robert and Seventh streets, and dispense "suitable gear to clothe mankind from crown to sole." John Pfister, the "old reliable jeweler," occupies a Seventh Street store, and Ralph Cardozo, with a fine selection of furniture, is again at his old stand at Nos. 140-144 East Seventh Street. The upper part of the eastern section of the Seventh Street building is devoted to Cambridge Hall, with its unrivaled attractions and conveniences for social and musical entertainments; and Geo. Kraft's modern Photo-Studio occupies an upper floor. Negotiations are also pending for the occupancy of a large part of the unoccupied floor area of the upper stories of the building by other parties.

Mr. Ryan continues to be the owner of the Ryan Hotel, the hospitalities of which are so ably dispensed by the Welz & Fry Hotel Com-



THE RYAN BUILDING, CORNER ROBERT AND SEVENTH STREETS, ST. PAUL.

pany. Among the grade floor tenants are J. B. Cook & Son's transfer offices, the Philadelphia & Reading coal office, ticket offices of the St. Paul & Duluth, Minneapolis & St. Louis, the "Soo" and Canadian Pacific lines, the Chicago, Burlington & Northern, Ticknor & Jagger, druggists; and the Deebach Brothers tonsorial parlors and turkish bathing-rooms.

For several years past the management of the buildings has been in charge of Mr. John J.

Watson, under whose able supervision a large part of the Ryan building was reconstructed after the fire of December, 1896. Mr. Watson's face is familiar to many of the readers of THE NORTHWEST MAGAZINE, and his honorable and enterprising business career in St. Paul, covering nearly a quarter-century, is so well known that his clients defer largely to his judgment and intrust affairs of importance to his care and management.



THE RYAN BUILDING, ST. PAUL, SHOWING THE ROBERT STREET ENTRANCE.



Entered for transmission through the mails at second-class rates.

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without a heavy expenditure of capital on smelting-plants. Spokane is the nearest supply point to the new mines, and all lines of business in that handsome and progressive city are bound to profit by the new discoveries.

TRUSTS AND THEIR REMEDY.

A lawyer from Southern Minnesota, while calling at the office of THE NORTHWEST MAGAZINE last month, fell into a discussion of the combinations for the restraint of trade by the suppression of competition, known as trusts, which are everywhere exciting public attention and alarm, and he was asked to put his ideas on paper. Sitting down to a typewriter, he wrote the following:

"No candid mind can question that competition should not be restrained; that it is the great stimulus to national and individual advancement; but acts of legislation intended to prevent the uniting of capital or resources as their owners may desire, with the exception of those that represent exclusively public functions like railroads, etc., must in general be futile. The right to unite money or resources is a natural right, a right inherent in the very fact of ownership, a right not received from Government, but from the very elementary fact of ownership of property. It will be observed that the great power of these combinations are based upon the fact of incorporation of the various associations under laws that now permit the governmental power of perpetual succession to be granted to any private association, whether to run a butcher-shop or to repair furniture. This is of so recent origin that the wonder is that the press is oblivious to the fundamental change in our laws in that regard. It is within the past quarter of a century that charters were only granted by the Legislatures of most of the States for governmental purposes—for instance, railroads; but no charters were otherwise granted for any purpose whatever. The result was that all private enterprises were governed by the law of partnership. If the private enterprises of the country were under the former rule, the general law of partnerships would practically prohibit such trusts. It is apparent that the ease of formation at present of a vast trust by the mere edict of the directors of many corporations, would be practically impossible if the former rule prevailed.

"One sovereign remedy is to reduce all such associations to simple partnerships or voluntary associations divested of the governmental powers granted to corporations. The power was granted by the people, and can be withdrawn without infringement of vested rights. It might be efficacious to enact that such private corporations as violated the law of the land by repressing competition be deprived, by the law-making power, of the corporate powers granted. It might be passed on by a court of competent jurisdiction as a question of fact whether the offending corporation be deprived of such function.

"But the suggestion is made that such corporations in private business affairs have advanced the general prosperity, etc. Passing that question, the greater moment to the interests of the people must be considered. If competition can be successfully restrained, the effect on the people at large will be inevitably disastrous. But the remedy, in addition to the one suggested above of denying governmental powers to private associations, is to permit capital unrestrainedly to unite, enact suitable laws giving a remedy to a party aggrieved who is injured by the acts of the trusts in preventing competition, leave it as a question of fact in each instance for a jury whether the acts of the trust were for the

purpose of stamping out competition or were exercises of legitimate control of their business, making it also penal to prevent, illegitimately, competition. Thus competition, unrestrained, would quickly put a quietus on the trusts, prices of labor and articles for sale would receive fair remuneration, and free and unrestrained competition would work out its beneficent result on the industries of the country. Citizens having a few thousand dollars in capital would not be compelled to ask permission of some vast corporation to engage in some competing line. We would not interfere with the rights of private property and the right of control thereof by the owners, and the vast energies of the American people, relieved of the incubus that holds over all but the favored few, would press this country on to a career of unexampled development."

It appears to us that the remedy suggested by our lawyer friend, that of destroying trusts by refusing charters to corporations, except those engaged in the business of transportation, and forcing all ordinary business to be done by partnerships, would be like attempting to reform the abuses of railway management by destroying the railroads and going back to wagons and stage-coaches. The corporation was a natural evolution from the old partnership, and the commerce of the world at the present day could not be efficiently carried on without it. The puzzling question concerning the trusts, is whether they are not just as natural an evolution from the corporations, and whether they are not essential to doing economically the enormous business of the world at this time. It requires a vast concentration of financial power to carry on the great movements of civilization and commerce of our modern times. Legislators ought to be intelligent enough to devise means to prevent this new power from being used to oppress the people, without resorting to the violent means of cutting up all corporations by the roots.

THE LIBRARIES OF MONTANA.

The young State of Montana has reason to be proud of the attention given by its citizens to the building up of libraries in its cities and towns for the free use of the people. Mr. Frank C. Patten, librarian of the Helena Public Library, has recently furnished to the press of the State an interesting article on the progress of the past four years in this direction and on the present condition of the various Montana libraries, from which we quote a few salient facts. The chief libraries are naturally in the two largest towns, Butte and Helena. The Butte library now contains 25,000 volumes and is housed in a substantial building erected for the purpose at a cost of \$100,000. It was founded by Mr. Larrabee, who gave \$10,000 on condition that the citizens would subscribe an equal sum. This was done, and the people voted \$100,000 for the library building and tax themselves one mill on the dollar annually to provide a maintenance fund. Helena levies an equal tax for its public library, and has erected a large structure which serves in part for an auditorium and in part for the accommodation of the books and readers. These libraries are notably well-managed, and their arrangements for the comfort of readers, for the classification of books and for ready access to them, are admirable. In Anaconda there is a free library, provided by the liberality of Mrs. P. A. Hearst, which has a handsome building of its own. There is also a fine library building at Great Falls, given to the city by Mrs. Paris Gibson. Dillon, Boulder, and Bozeman possess very creditable public libraries, the latter containing 4,500 volumes. The school-district libraries of the State contain 16,500 volumes, and there

are also a number of semi-public collections belonging to colleges, institutions, and societies, including the State Law library with 10,000 volumes, and the Historical Society library, which contains an equal number of books. Mr. Patten's published list shows that Montana has now in libraries available for public use a total of 147,000 volumes. The wide influence of a library is shown by the fact that in Helena the loans each year average six volumes for every man, woman, and child in the city. In Billings, Livingston, and several other towns movements are on foot for providing libraries that are to be supported by local taxation, and the time is evidently not far distant when every town with more than 500 population will have its collection of books for the free home use of its citizens. Facts like these are worthy the careful consid-

ing on one of the luxurious trains now common on Western roads, the other day, I asked the conductor if he did not think that the possibilities of improvement had been nearly exhausted and that there would now come a long period when there would be very few new inventions brought into use. "By no means," he replied; "our children will see as many useful inventions adopted by the railroads as we have seen in our time. The brightest minds in the country are in the railway service, the brightest people travel a great deal and are quick to appreciate every new device and appliance that adds to their comfort and safety, and not a year passes without some notable improvement being introduced."

Probably the most notable advance in late years has been in the remarkable increase in the average speed of trains. A local train used

them. The spaces between the ties are filled in with broken stone instead of with earth. This gives solidity to the track, and greatly mitigates the nuisance of dust in summer. Arches of masonry have taken the place of the old pile bridges, and structures of steel of the old trestles of wood. Trains do not now slow down at ordinary bridges and feel their way across the creaking timbers, but dash ahead at full speed. The weight of the standard rail was formerly fifty-six pounds to the yard; now it is eighty and ninety pounds. In fact, the old rails, ties, and embankments would not support the enormous weight of the huge locomotives of the present day.

The locomotive now weighs about five times as much as did the engine of thirty years ago, and its form has been considerably modified. Compared with the light engine of old times it



ST. PAUL UNION DEPOT, SHOWING THE TRAIN-SHED AND A CORNER OF ONE OF THE LARGE WAITING-ROOMS.

eration of people who keep an eye on the progress of the West. They show that the new State of Montana is as progressive and intelligent, and as much alive to the educational benefits of reading, as any of the old and highly cultured States of the East.

RECENT IMPROVEMENTS IN RAIL-ROADING.

The march of improvement goes on so steadily in the railway service that the public seldom takes much notice of the many inventions and devices that make up the sum of the general progress. It is only by looking back over a stretch of years within our own time that we realize how much has been gained in the direction of efficiency, comfort, and safety. Travel-

to make about twenty miles an hour, and thirty miles an hour between terminals was good time for an express train. Now it is not at all unusual for local trains to make forty miles an hour between stations, and fifty miles an hour is common on the through trains upon the trunk lines. The increase in speed has been obtained by giving greater solidity to roadbed, track, and bridges, and by building larger and much more powerful locomotives. A great deal more money is spent now than formerly upon roadbed, track, and structures. The embankments are wider. Twice as many ties are used to the rod. Formerly the ties were placed about two feet apart; now they are so close together that they cover more of the surface of the ground than is left open between

looks like a big Norman horse beside a Shetland pony. The bulging smoke-stack has been replaced by a straight pipe not much larger than the smoke-pipe of a kitchen stove. The sparks and cinders are not blown out to set fire, possibly, to fences and ripe grain, but are carried into a cylindrical receptacle in front of the boiler. The exhaust steam is no longer blown into the air before it has yielded half its expansive power, but is sent back into the boiler for further service after it has passed through the cylinders.

In passenger-cars there has been no very notable improvement since the vestibuled platform, except in steam-heating, and lighting by electricity and gas; but a new kind of car, called the buffet-car, has been introduced on



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TRUSTS AND THEIR REMEDY.

A lawyer from Southern Minnesota, while calling at the office of THE NORTHWEST MAGAZINE last month, fell into a discussion of the combinations for the restraint of trade by the suppression of competition, known as trusts, which are everywhere exciting public attention and alarm, and he was asked to put his ideas on paper. Sitting down to a typewriter, he wrote the following:

"No candid mind can question that competition should not be restrained; that it is the great stimulus to national and individual advancement; but acts of legislation intended to prevent the uniting of capital or resources as their owners may desire, with the exception of those that represent exclusively public functions like railroads, etc., must in general be futile. The right to unite money or resources is a natural right, a right inherent in the very fact of ownership, a right not received from Government, but from the very elementary fact of ownership of property. It will be observed that the great power of these combinations are based upon the fact of incorporation of the various associations under laws that now permit the governmental power of perpetual succession to be granted to any private association, whether to run a butcher-shop or to repair furniture. This is of so recent origin that the wonder is that the press is oblivious to the fundamental change in our laws in that regard. It is within the past quarter of a century that charters were only granted by the Legislatures of most of the States for governmental purposes—for instance, railroads; but no charters were otherwise granted for any purpose whatever. The result was that all private enterprises were governed by the law of partnership. If the private enterprises of the country were under the former rule, the general law of partnerships would practically prohibit such trusts. It is apparent that the ease of formation at present of a vast trust by the mere edict of the directors of many corporations, would be practically impossible if the former rule prevailed.

"One sovereign remedy is to reduce all such associations to simple partnerships or voluntary associations divested of the governmental powers granted to corporations. The power was granted by the people, and can be withdrawn without infringement of vested rights. It might be efficacious to enact that such private corporations as violated the law of the land by repressing competition be deprived, by the law-making power, of the corporate powers granted. It might be passed on by a court of competent jurisdiction as a question of fact whether the offending corporation be deprived of such function.

"But the suggestion is made that such corporations in private business affairs have advanced the general prosperity, etc. Passing that question, the greater moment to the interests of the people must be considered. If competition can be successfully restrained, the effect on the people at large will be inevitably disastrous. But the remedy, in addition to the one suggested above of denying governmental powers to private associations, is to permit capital unrestrainedly to unite, enact suitable laws giving a remedy to a party aggrieved who is injured by the acts of the trusts in preventing competition, leave it as a question of fact in each instance for a jury whether the acts of the trust were for the

purpose of stamping out competition or were exercises of legitimate control of their business, making it also penal to prevent, illegitimately, competition. Thus competition, unrestrained, would quickly put a quietus on the trusts, prices of labor and articles for sale would receive fair remuneration, and free and unrestrained competition would work out its beneficent result on the industries of the country. Citizens having a few thousand dollars in capital would not be compelled to ask permission of some vast corporation to engage in some competing line. We would not interfere with the rights of private property and the right of control thereof by the owners, and the vast energies of the American people, relieved of the incubus that holds over all but the favored few, would press this country on to a career of unexampled development."

It appears to us that the remedy suggested by our lawyer friend, that of destroying trusts by refusing charters to corporations, except those engaged in the business of transportation, and forcing all ordinary business to be done by partnerships, would be like attempting to reform the abuses of railway management by destroying the railroads and going back to wagons and stage-coaches. The corporation was a natural evolution from the old partnership, and the commerce of the world at the present day could not be efficiently carried on without it. The puzzling question concerning the trusts, is whether they are not just as natural an evolution from the corporations, and whether they are not essential to doing economically the enormous business of the world at this time. It requires a vast concentration of financial power to carry on the great movements of civilization and commerce of our modern times. Legislators ought to be intelligent enough to devise means to prevent this new power from being used to oppress the people, without resorting to the violent means of cutting up all corporations by the roots.

THE LIBRARIES OF MONTANA.

The young State of Montana has reason to be proud of the attention given by its citizens to the building up of libraries in its cities and towns for the free use of the people. Mr. Frank C. Patten, librarian of the Helena Public Library, has recently furnished to the press of the State an interesting article on the progress of the past four years in this direction and on the present condition of the various Montana libraries, from which we quote a few salient facts. The chief libraries are naturally in the two largest towns, Butte and Helena. The Butte library now contains 25,000 volumes and is housed in a substantial building erected for the purpose at a cost of \$100,000. It was founded by Mr. Larrabee, who gave \$10,000 on condition that the citizens would subscribe an equal sum. This was done, and the people voted \$100,000 for the library building and tax themselves one mill on the dollar annually to provide a maintenance fund. Helena levies an equal tax for its public library, and has erected a large structure which serves in part for an auditorium and in part for the accommodation of the books and readers. These libraries are notably well-managed, and their arrangements for the comfort of readers, for the classification of books and for ready access to them, are admirable. In Anaconda there is a free library, provided by the liberality of Mrs. P. A. Hearst, which has a handsome building of its own. There is also a fine library building at Great Falls, given to the city by Mrs. Paris Gibson. Dillon, Boulder, and Bozeman possess very creditable public libraries, the latter containing 4,500 volumes. The school-district libraries of the State contain 16,500 volumes, and there

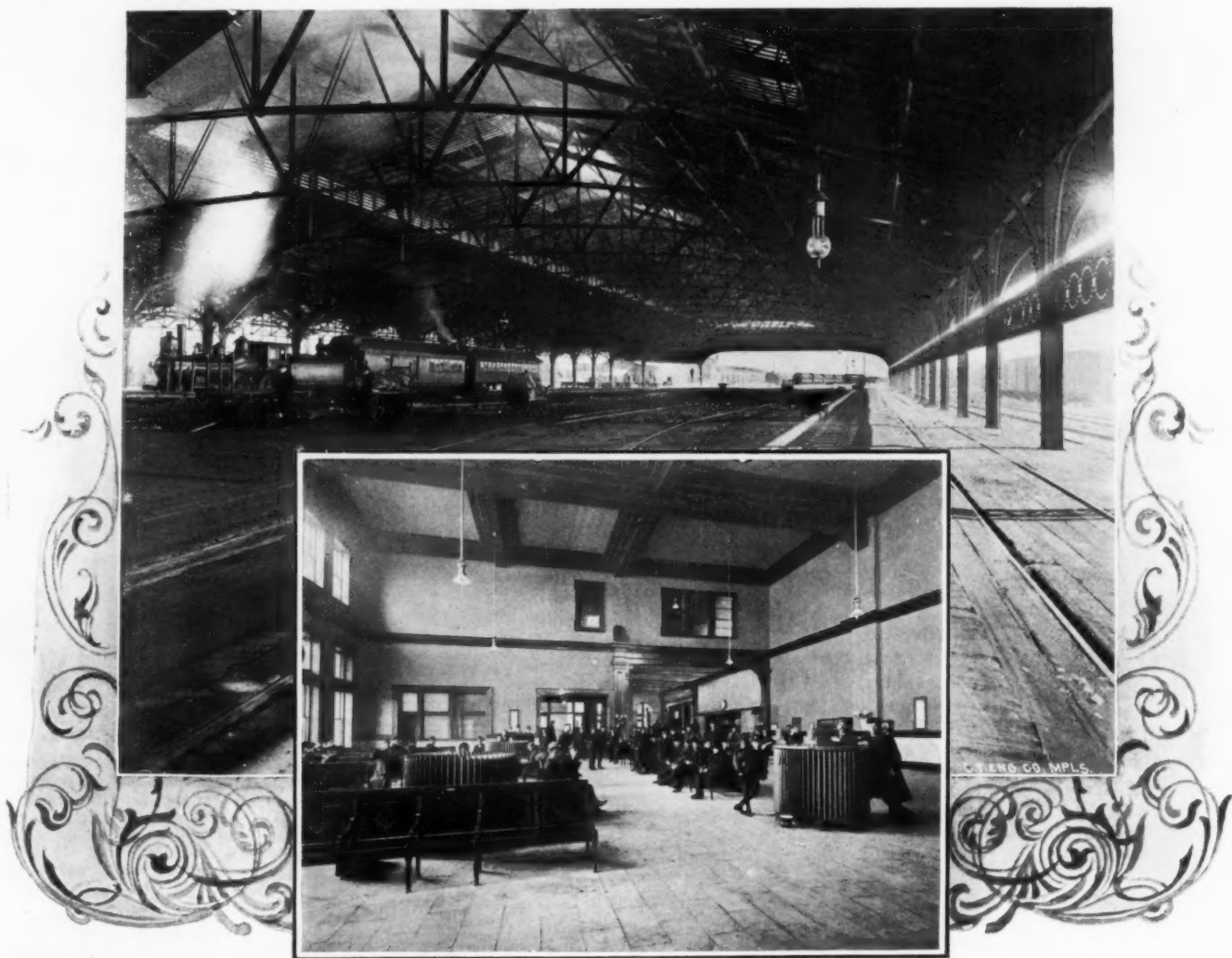
are also a number of semi-public collections belonging to colleges, institutions, and societies, including the State Law library with 10,000 volumes, and the Historical Society library, which contains an equal number of books. Mr. Patten's published list shows that Montana has now in libraries available for public use a total of 147,000 volumes. The wide influence of a library is shown by the fact that in Helena the loans each year average six volumes for every man, woman, and child in the city. In Billings, Livingston, and several other towns movements are on foot for providing libraries that are to be supported by local taxation, and the time is evidently not far distant when every town with more than 500 population will have its collection of books for the free home use of its citizens. Facts like these are worthy the careful consid-

ing on one of the luxurious trains now common on Western roads, the other day, I asked the conductor if he did not think that the possibilities of improvement had been nearly exhausted and that there would now come a long period when there would be very few new inventions brought into use. "By no means," he replied; "our children will see as many useful inventions adopted by the railroads as we have seen in our time. The brightest minds in the country are in the railway service, the brightest people travel a great deal and are quick to appreciate every new device and appliance that adds to their comfort and safety, and not a year passes without some notable improvement being introduced."

Probably the most notable advance in late years has been in the remarkable increase in the average speed of trains. A local train used

them. The spaces between the ties are filled in with broken stone instead of with earth. This gives solidity to the track, and greatly mitigates the nuisance of dust in summer. Arches of masonry have taken the place of the old pile bridges, and structures of steel of the old trestles of wood. Trains do not now slow down at ordinary bridges and feel their way across the creaking timbers, but dash ahead at full speed. The weight of the standard rail was formerly fifty-six pounds to the yard; now it is eighty and ninety pounds. In fact, the old rails, ties, and embankments would not support the enormous weight of the huge locomotives of the present day.

The locomotive now weighs about five times as much as did the engine of thirty years ago, and its form has been considerably modified. Compared with the light engine of old times it



ST. PAUL UNION DEPOT, SHOWING THE TRAIN-SHED AND A CORNER OF ONE OF THE LARGE WAITING-ROOMS.

eration of people who keep an eye on the progress of the West. They show that the new State of Montana is as progressive and intelligent, and as much alive to the educational benefits of reading, as any of the old and highly cultured States of the East.

RECENT IMPROVEMENTS IN RAIL-ROADING.

The march of improvement goes on so steadily in the railway service that the public seldom takes much notice of the many inventions and devices that make up the sum of the general progress. It is only by looking back over a stretch of years within our own time that we realize how much has been gained in the direction of efficiency, comfort, and safety. Travel-

to make about twenty miles an hour, and thirty miles an hour between terminals was good time for an express train. Now it is not at all unusual for local trains to make forty miles an hour between stations, and fifty miles an hour is common on the through trains upon the trunk lines. The increase in speed has been obtained by giving greater solidity to roadbed, track, and bridges, and by building larger and much more powerful locomotives. A great deal more money is spent now than formerly upon roadbed, track, and structures. The embankments are wider. Twice as many ties are used to the rod. Formerly the ties were placed about two feet apart; now they are so close together that they cover more of the surface of the ground than is left open between

looks like a big Norman horse beside a Shetland pony. The bulging smoke-stack has been replaced by a straight pipe not much larger than the smoke-pipe of a kitchen stove. The sparks and cinders are not blown out to set fire, possibly, to fences and ripe grain, but are carried into a cylindrical receptacle in front of the boiler. The exhaust steam is no longer blown into the air before it has yielded half its expansive power, but is sent back into the boiler for further service after it has passed through the cylinders.

In passenger-cars there has been no very notable improvement since the vestibuled platform, except in steam-heating, and lighting by electricity and gas; but a new kind of car, called the buffet-car, has been introduced on



D. R. NOYES, OF NOYES BROS. & CUTLER,
WHOLESALE DRUGS.



H. A. KIRK, OF FARWELL, OZMUN, KIRK & CO.,
WHOLESALE HARDWARE.



J. W. COOPER, OF GRIGGS, COOPER & CO.,
WHOLESALE GROCERS.



C. M. GRIGGS, OF GRIGGS, COOPER & CO.,
WHOLESALE GROCERS.



A. H. LINDEKE, OF LINDEKE, WARNER &
SCHURMEIER, WHOLESALE DRY GOODS.



J. H. ROACH, OF J. H. ROACH & CO., WHOLE-
SALE CANDY MANUFACTURERS.



W. S. FLYNT, PRESIDENT ST. PAUL WHITE
LEAD & OIL CO.



W. A. MURPHY, OF THE B. PRESLEY COMPANY,
WHOLESALE COMMISSION.



C. F. NOYES, OF NOYES BROS. & CUTLER,
WHOLESALE DRUGS.



PAUL H. GOTZIAN, OF C. GOTZIAN & CO.,
WHOLESALE SHOES.



R. E. COBB, WHOLESALE COMMISSION.



C. M. POWER, PRESIDENT ST. PAUL FOUNDRY
COMPANY.

A GROUP OF ST. PAUL BUSINESS MEN.

important roads, which is always found at the front end of the train. In this car light lunches, drinks, and cigars are served; there are easy willow chairs for smokers and readers, and you find the new illustrated papers and magazines. The men passengers get a welcome change and rest by leaving their seats in the Pullman and going forward to the buffet. It is one of those innovations which relieve the tedium of travel and add greatly to one's enjoyment.

The passenger-coach keeps its old form of an oblong box, but the red-hot stove has disappeared from its ends, and heat is now furnished by steam from the engine; and electric lights have replaced the oil lamps and big candles of old times. There is now usually a wash-room in each car, furnished with a clean towel; and there is a glass at the water-cooler, instead of a rusty tin cup. The parlor-car makes as sharp a distinction in the classes of travelers as is effected by the first-and second-class cars on European roads. Something might also be said of the great improvements in the comforts and cleanliness of waiting-rooms at stations, and of the pretty lawns and flower-beds that now appear where the eye used to be offended by expanses covered with cinders and rubbish.

The long runs made by the Pullman cars have added much to the comfort of long journeys. You can now go from Chicago to Los Angeles, or from New York to Florida, without getting out of your car. Dining-cars are in use on every important road, and the eating-station, with the old familiar call of "twenty minutes for dinner," are things of the past. The "limited" between New York and Chicago carries a barber, a maid, and a typewriter. It would perhaps be interesting to predict what will be the next important improvements in railway service, but who can pose as a prophet? Perhaps we shall have pianos and pipe-organs on the trains, or billiard-tables and a bowling-alley.

SCHUBERT'S SERENADE.

A swift, clear burst of music,
Then the players all were still,
As though to catch the echoes
That came from the distant hill.
Then out on the twilight softness
Came a soul-sweet wordless song;
Like glory borne from star-land,
It silenced the moving throng.

Notes low without a tremor—
Then clear, yet never shrill,
As the firm-breathed tones of the player
Voiced sweet the composer's will.
You saw the latticed window,
And you heard, from his leaf retreat,
The tender words of the lover—
"I am here at thy window, sweet!"

You felt the moonlight creeping
With its silent footfalls near,
Lest its shining silver garments
Might startle the lovers dear.
You saw a white hand moving
'Mong the leaves near the lattice pane,
As the music told the story
Of its love in the sweet refrain.

Those soul-swept notes of fragrance,
That the breath of the minstrel made,
With their aria born in star-land—
That heaven sent serenade,
Shall last like fragrant cadence
Of odor deep that dwells
In the heart of the ottar roses
That grow in the Cashmere dells.

It ended—well, it ended
As only Schubert knew,
And had touched the lips of the player
With drops of the magic dew;
Till the notes of the closing measure,
That hung on the evening shade,
Seemed to rise again to birth-land—
Ah, that soul-sweet serenade!

MARIE WINSLOW.

Seattle, Wash.



IN Spokane there is a large saloon owned by the Coeur d'Alene Company, the president of which is Jacob Goetz, and the secretary Harry Baer. Mr. Goetz's name is represented pictorially on the letter-heads of the company by a picture of a group of goats following his first name, and Mr. Baer's by a picture of a bear. This reminds one of the story of a man whose name was John Hole, and who signed it by making a J and punching a hole in the paper.

THE example set by the citizens, and especially by the ladies, of St. Paul and Kansas City in pushing the sale of goods manufactured at home, is now being commended by various local papers to the people of Spokane, Tacoma, Seattle, and other towns and cities of importance in the Pacific Coast region. A good example does not soon run its course. It is nearly always adopted elsewhere, thus extending its influence and multiplying its possibilities of achieving beneficent results.

NEWS comes from Grand Forks, B. C., that the work of construction on the Columbia and Western Railroad is being pushed forward as rapidly as possible. Operations between Cascade and Brooklyn are well advanced, and there now seems to be no doubt that the line will be in working order during the coming summer. There is considerable activity in the Boundary Creek Country, and it is believed that the railway will have all it can do to haul the product of the mines to the smelters.

ONE of the leading Coast dailies, the Tacoma Ledger, is frank enough to admit that the Alaska excitement is on the wane. This is doubtless due in large measure to the Atlin exclusion act, which practically reserves the gold-fields of that district for the sole benefit of Canadian and English subjects. Recent rich discoveries on the American side of the boundary line are gaining prominence, however, and it is safe to say that by summer-time the Alaskan fever will be raging again as fiercely as ever.

THE people of Little Falls, Minn., are dissatisfied with the name of their town, which they think does not convey an idea of the importance of the water-power upon which all their recent growth has been based, and they want to change it to "Great Falls." We suggest that they adopt "Mississippi Falls," which would advertise the place as being on the great river of the West. The great falls of the Mississippi are the Falls of St. Anthony, at Minneapolis, and it would be a misnomer to apply this title to a minor cataract.

A SKAGWAY, Alaska, paper says that the herculean task of building a railroad along the precipitous side of the canyon from Skagway to the summit of the White Pass, with its elevation of nearly 3,000 feet, is accomplished, and the first carload of freight, comprising steamboat material, was recently delivered on the summit. The White Pass Railway Company states that passenger trains will now reach the summit in two hours' time. In this connection it is interesting to note that the first pack-train

to cross the summit accomplished the feat on July 20, 1897, and on July 20, 1898, the first steam engine ran over the rails through the town of Skagway.

AMONG the notable changes that are taking place in the farming districts of Minnesota and the Dakotas are the constant fluctuations in the values attaching to lands. One notices this very quickly in reading the land and real estate advertisements with which the country papers are now filled. It is not uncommon to see lands thus advertised varying from fifty cents to two dollars an acre within a week or two. Falling values are now unknown; the rise is steady and strong, and those who have good properties are not in a hurry to dispose of them.

IT is worthy of notice that while fruit prospects in the South are very unpromising, owing to the unusual coldness of the past season, the fruit-trees of Washington have weathered the winter finely and are in the best possible condition to produce large yields. This is due to the low temperature, which kept the trees from budding, and to the heavy fall of snow, which kept the ground warm and prevented the freezing out of the young orchards. Colonel L. S. Howlett, of Yakima, Wash., says that although he has lived in that vicinity fourteen years, he never saw the fruit-trees in a more promising condition.

A LITTLE railroad of considerable importance has just been completed in Washington. It is called the Fairfax Railroad, and it reaches from Carbonado to Fairfax, a rich coal and mineral region in the Carbon River District. At present the line is only seven miles in length, but there is a prospect of its being extended another six or seven miles to a promising quartz district. A Tacoma paper says that there are indications that the Northern Pacific is fostering the extension, and that it may eventually follow farther up the Carbon River to the scenery that lies at the foot of Mount Tacoma. This would lead to a fine scenic field, but not to Paradise Valley, which is on the opposite, or south side of the mountain.

THE extension of the Minneapolis & St. Louis Railway into Northwestern Iowa, the official announcement of which has already been made, will open to the jobbers of the Twin Cities a large territory which has heretofore been supplied mainly by Chicago dealers. It is probable that the extension will be made from New Ulm through Southwestern Minnesota and into Northwestern and Western Iowa on an air line to Council Bluffs, Iowa, and to Omaha, Neb. As it is the well-known policy of the Minneapolis & St. Louis line to equalize the rates in territory traversed by it, St. Paul and Minneapolis, as distributing centers, would doubtless be put upon the same rate basis as Chicago, thus enabling them to compete successfully for the immense trade of this rich and well-settled district.

THE loan agencies in the Northwest make a hard effort to keep up the old high rates of interest, but the pressure of capital for safe investment is everywhere breaking down the eight and ten per cent rates that were common in former years. People who want to borrow money and have good security to offer know that in the East farm loans now command only five per cent, and that plenty of money is seeking investment in loans on improved and well-rented city real estate at four per cent. There never was a time before in this country when money was so plenty. Any borrower who allows himself to be crowded into renewing a

mortgage or taking a new loan at the old high interest rates, makes a fool of himself. Six per cent ought now to be the maximum rate for money in all the well-settled parts of the Northwest, where all inflation has been worn out of the values of property by the years of hard times we have gone through. Cheap money is going to be one of the greatest factors in the further development of this section of the country, and people who hold out against the new order of things will only find themselves in the way of an irresistible movement of progress.

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THE legislators of Washington very wisely considered ways and means for the proper protection of the food fishes in that State. A peculiar feature of nearly all such legislation is the fact that it is generally most bitterly opposed by the very men or corporations whose investments depend wholly on successful fishing operations for profit. The people wish to surround these fishing operations with restrictions that would maintain the fish supply and perpetuate desirable fish species; the cannery men and the fishermen are opposed to limited operations in any shape or form, lest their present output be reduced and their immediate profits be curtailed. The enactment of reasonable fish-preservation laws would be among the wisest and most profitable measures that Washington's Legislature can provide. Such legislation should be in behalf of the State, rather than for private or corporate interests.

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It will be a happy day for St. Paul when the proposed new public library building becomes a reality. The beginning of the end of the problem was reached when the Board of Aldermen passed an ordinance to turn over the old market house to the library directors. The proposition is to give the library board the use of the market house for all time as an endowment fund for the library. The library board is to remodel it, and the income from the rentals of the rejuvenated structure, which will amount to about \$25,000 a year, is to be devoted to the maintenance of the new public library building, which is already assured. It is now quite probable that within three or four years St. Paul will have a library building that will rival in beauty and costliness the new State capitol. Private subscriptions aggregating \$1,500,000 have been secured, and time alone is needed to give the city what it has waited so long and so impatiently for.

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PATRIOTIC citizens in Montana, Washington, Oregon, and Idaho are justly proud of the record that is being made by their respective volunteer soldier boys in the campaign at Manila. They point with pride to the fact that officers and men are doing their full duty—not one of them shirking, not one of them proving incompetent in the hour of need. Probably no better men were ever sent to the front to do battle for their country. Give them active work to perform, and they are found full of irresistible ardor and courageous manhood, but give them inactive camp-life, and they growl and grumble like men who are not receiving what they enlisted for. These young men of the Northwest left their homes to fight—to march—to carry their banner to victory and honorable peace, and when there is no fighting, no field activity for them to take part in, they prefer to be mustered out and to return to the peaceful and more stirring pursuits of civil life.

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SOME cities occupy natural locations; others appear to have been built by chance or caprice on unfavorable sites. The natural location for St. Paul was at the point where the Minnesota River joins the Mississippi, and doubtless it

would have grown up there had not the ground been either Indian territory or military reservation at the time the first traders built their stores on the eastern bank of the Mississippi, just above Pig's Eye Lake. In Helena, the old-timers will tell you that their city should have been built on the Missouri River instead of in a gash in the mountains, ten miles away from that stream. The favorable site for Portland, Oregon, is on the east bank of the Willamette, where the ground is high, instead of on the west bank, where the land is low and subject to overflow. Why St. Louis does not stand at the confluence of the Missouri and the Mississippi rivers is a question that still puzzles travelers. The site of Chicago is about the worst that could be found for a city anywhere on the shores of Lake Michigan. Most San Francisco people will agree that the natural place for that city is where Oakland now stands, and not on the sandy peninsula between the bay and the ocean. These anomalies are explained by the fact that sites for cities are not selected by design and with foresight, except in the cases of those located in new regions to serve as railroad terminal points. Most cities spring up as

seen so much confidence among the merchants and producers. The merchants, without exception, said they were satisfied with their business and the net results of their business, and predicted an unprecedented prosperity. Tacoma, Seattle, and Spokane are flourishing. A year ago Spokane was out at the heels, but now all labor there is employed, and everybody is feeling good. Stocks have increased and trade is better than since the depression. Spokane has an especially bright future. This year there will be lots of railroad construction south of Spokane, opening up the Camas Prairie and Buffalo Hump districts. At the latter place are the best gold finds ever discovered south of Spokane. The mining business is just humming. I know of no other place with conditions so favorable for a good business boom as Spokane." Mr. Moore is in position to judge accurately of the prosperity of the States traversed by his line of railway, and his opinion is the more valuable, for the reason that it is supported and confirmed by actual facts as they exist today. There is no doubt that a new era of prosperity has come not only to Washington, but to Oregon and Idaho as well.



MISSISSIPPI RIVER STEAMBOAT LANDING, FOOT OF JACKSON STREET, ST. PAUL.

a result of a combination of many trifling circumstances, and no man among their first settlers foresaw their coming importance when their foundations were laid. It is always easy, and often interesting, to look into the reasons that produced city growth at any particular point, but it is not always easy to tell why the city grew up at that place rather than at some other place. Then there are some places which nature appears to have marked as the site of at least large towns, where only insignificant villages appear. For example, there was every reason when Minnesota and Western Wisconsin were settled to suppose that a considerable place would grow up where the St. Croix River joins the Mississippi, because both are navigable streams, and steamboat navigation was then the chief form of transportation. Yet Prescott, at that point, is only a small village.

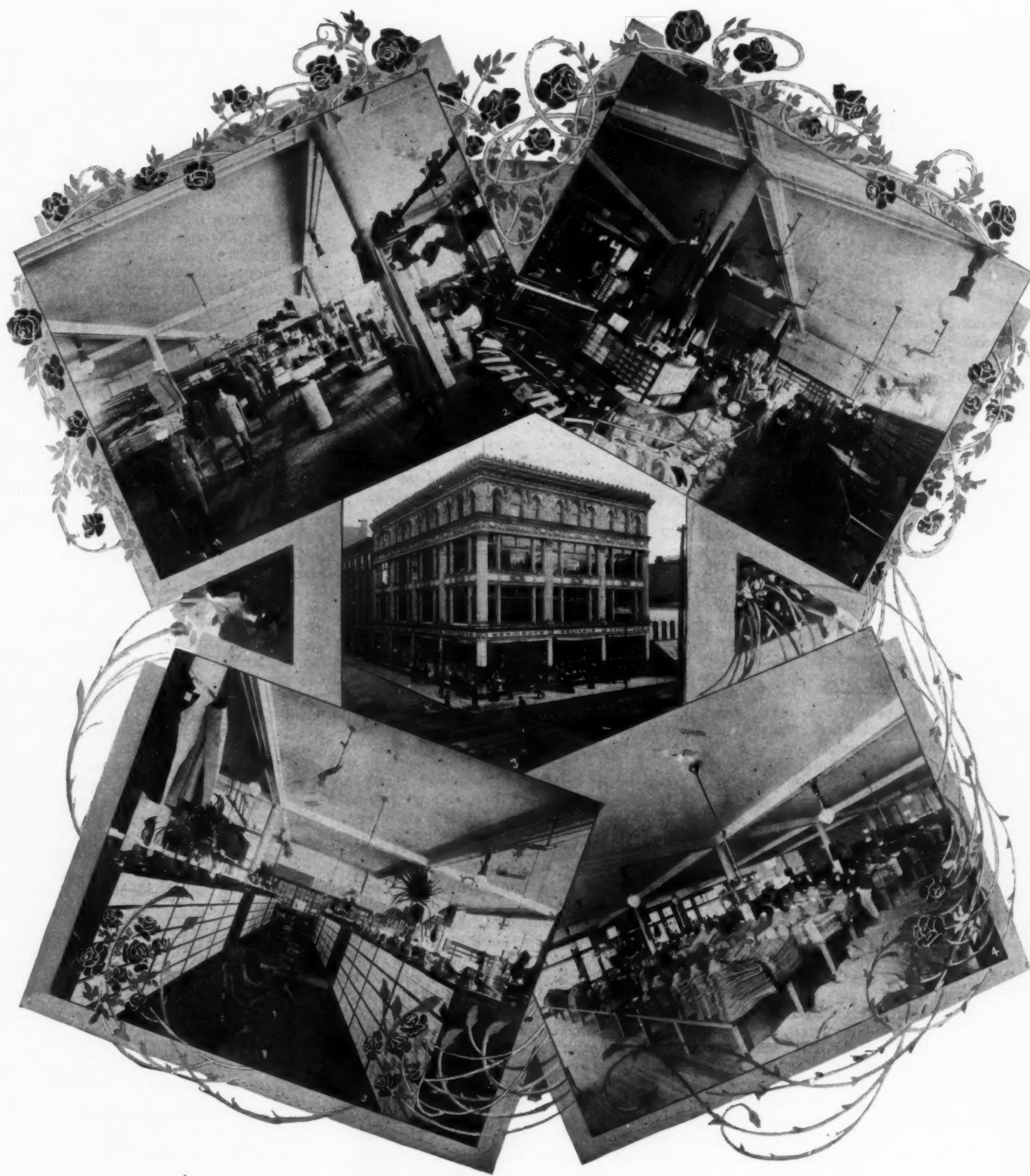
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GENERAL FREIGHT AGENT MOORE, of the Northern Pacific Railway Company, takes a roseate view of the condition of affairs throughout the Pacific Northwest. "Not since the period of depression," he said recently, "have I

PERILS OF SEA FISHERIES.—A Vancouver, B. C., dispatch says that since Boston merchants first took to exploiting the halibut fishery grounds off the British Columbia coast they must have received a million pounds of fish. The other day the steamer New England arrived from the banks after the roughest trip on record. The fishermen were only able to cast nets for one good day's fishing. In that short time they got 90,000 pounds of fish. For several days the ice was a couple of feet thick on the decks, which gives some idea of the unpleasantness of procuring halibut in winter. The crew also report that they had an exciting time with a swordfish, which was captured and which has been sent to Boston.

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UNCLE SAM'S REINDEERS.—The first installment of reindeers belonging to the United States relief expedition arrived at Dawson, in the Yukon Country, on January 6, in charge of the Lapland herders. The last day's run was sixty miles. Large numbers of the reindeer are said to have been slaughtered by the Indians, who mistook them for wild game.



ST. PAUL'S FOREMOST CLOTHING HOUSE.

Whether or not St. Paul stands pre-eminent in the Northwest as a business center, certainly no city of its size in the country shows such a demand for the finer classes of merchandise. To this fact may be attributed the wonderful growth of The Boston, and the persistency with which this famous concern has lived up to its reputation for selling only the finest of foreign and domestic clothing and furnishings.

The Boston is the oldest and best-known clothing house in the Northwest, having been established in 1870 at the corner of Third and Robert streets. In 1895 the magnificent building that now bears the proud name of "The Boston" was erected at Sixth and Robert streets. The accompanying engravings give a fair

idea of the beauty of the building, the richness of the interior, and the magnitude of the stock.

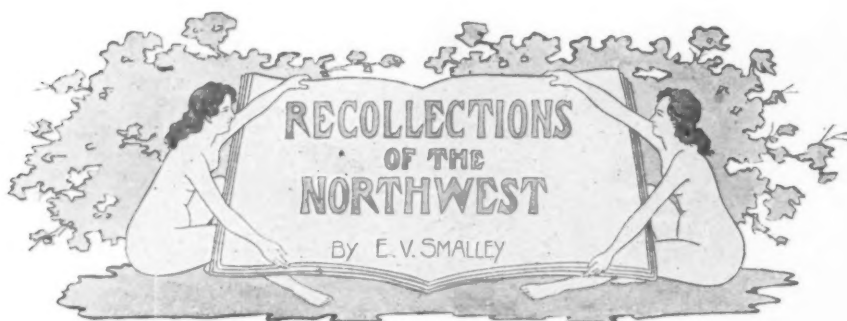
View No. 1 shows a corner in the furnishing goods department, containing the finest line of American and imported furnishings in the West. The prestige of The Boston is shown by the fact that it has exclusive agency for the celebrated Fowne's, Dent's and Perrins' gloves; that king of hats, the "Knox;" and the exquisite imported neckwear creations of Welsh Margetson, Virgo Middleton & Company, London, England, and many other famous houses.

On the second floor, view No. 2, is assembled the richest line of boys' and children's clothing and furnishings in the West. The men's department on the

third floor, a corner of which is shown in view No. 4, is perhaps the brightest jewel in The Boston's crown. Special care is taken in the selection of this stock, and only the cream of the output of the world's most famous makes of tailor-made clothing is sold.

This year a shoe department, view No. 5, was added, the special feature of which is "The Bowlby Special" \$3.50 shoe, the finest shoe for the price in the world.

An accommodating mail-order department has done much to convince out-of-town buyers that as complete satisfaction can be had in shopping by mail as by personal selection. If you have not tried this prompt and complete system, whereby you can be served at home to your perfect satisfaction, why not do so now?



CHAPTER XI.

The railroad which now runs from Portland to Tacoma began in 1882 at Kalama on the north bank of the Columbia River, and communication between that town and Portland was by means of steamboats. I embarked one morning in July, in company with my tourist friends, Helen Hunt Jackson, the poet, and her husband, on board a boat of the Mississippi River type commanded by a man who had patented a notable invention for steering, by which the movements of the boat were controlled by moving a little brass lever only a few inches long. It was wonderful to see the big craft respond to the motions of a little tool no bigger than a pen-holder. We dropped swiftly down the Willamette, and in an hour were in the broad, strong current of the Columbia, much swollen at this time of the year by the melting snows in the mountains. The landscapes consisted of black mountains, from whose sides ragged bits of clouds fluttered in the wind. There was seldom any sign of human life upon the shores, and the dominant note of the scenery was to my mind one of profound melancholy. It was a relief to the dreary monotony of the view of somber heights and dark-green waters when an ocean steamer came around a bend and went ploughing past us on her way up to Portland.

Kalama was reached about noon, and proved to be a rambling, weather-beaten village clinging to steep hillsides between the mountains and the river. It had been platted for a city prior to 1873 by a Philadelphia syndicate, and its hopeful promoters argued that it would soon become a place of considerable commerce, from the fact that sea-going ships could come up to its wharves and there meet the railroad. The ships went past, however, on their way to and from Portland, and I do not think that one ever tied up at the Kalama wharf. In time the town was nicknamed "Calamity." The unfortunate lot-owners surrendered their possessions to the tax-gatherer, and hundreds of acres, that were once highly valued as city lots, were converted into useful cow-pastures.

We passed on the railroad a little cleared country along the Cowlitz River where there were orchards and grain-fields, but the region between Tacoma and Kalama, a distance of about one hundred miles, was nearly all wild. There is now a little town every few miles along the railroad, but at that time there was no settlement except at Tenino, whence a narrow-gauge railroad diverged for Olympia, the capital of the Territory. It was woods, woods, woods all the way, until we came out upon some singular little prairies not far from Tacoma, produced by deposits of glacial-drift gravel, which prevented the growth of trees. These prairies were used for sheep-pastures, and they were the most attractive bits of country we saw in the whole day's journey.

Towards evening the train descended by steep

grades from the forest-covered plateau upon which it had been running, and came to a halt at a broad wharf on the shore of Commencement Bay, an arm of Puget Sound. Here there were signs of life. A ship lay at anchor in the bay, a steamboat was tied to the wharf, and on the wharf stood a wooden hotel, two stories high. Evidently this could not be all of the town of Tacoma, of which we had heard so much. No, we were told; the town was on top of a hill, and was scarcely visible from the wharf. A benevolent traveler informed me that there was another hotel up in the town, and assured me that, no matter at which of the two I might stop, I would be sorry I had not gone to the other one. I tried the one close at hand, and found it to be the most comfortless hostelry I ever set foot in. The food served was not to be eaten, and the bed was numerously inhabited.

Next morning I climbed a steep, muddy road that hung to the sides of a precipitous bluff and came out upon a narrow shelf from which the streets of the new town rose, by leaps and bounds, from one natural terrace to another. Only one of the streets had been graded. On all the others, the trunks of the trees that had formerly stood upon the town site were still standing, and teams had to drive around them. Two or three blocks on Pacific Avenue were built up with wooden store buildings. The dwellings were scattered about, seemingly at random, on the hill slopes. Most of the business activity was at Old Tacoma, three miles away, where there was a big saw-mill—where the circular saws whirled all day and all night, and where ships were loaded with lumber. A little retail trade was transacted upon Pacific Avenue. There were about 2,500 inhabitants in Tacoma at that time, and every soul of them firmly believed that the place was destined to be a great commercial city. It was the western terminus of the Northern Pacific Railroad, and ships sailed up the Sound to its wharves from the Pacific Ocean. These two circumstances, it was argued, were sufficient to create a great city. The beginnings of the future city were very slight and trifling in 1882. There were, however, in Tacoma at that time a noticeably large number of men of education and ambition who had come from the East to take part in the building up of the terminal city of the Northern Pacific, and they gave a city-like tone to the society of what was, in fact, only a raw and straggling village. Among these gentlemen I recall with pleasant memories Hon. Ellwood Evans, one of the early Federal officials of the Territory; General Sprague, who had been sent out from Minnesota to manage the western end of the Northern Pacific; Mr. Radebaugh, the editor, and Theodore Hosmer, late of Philadelphia.

The great white mountain, from which Tacoma takes its name, was not visible during my first visit to the place. One day I saw a gleam

of snow far up in the clouds, so high that I could not conceive that it belonged to any part of our terrestrial globe, although I was assured that it was a glimpse of the mountain's summit. Many a time since I have seen the entire bulk of the gigantic snow peak standing out as clear cut as a cameo against the blue sky, and it has never failed to thrill me anew with admiration and awe. It is one of the grandest sights on earth. I have seen the Alps, but no peak among them all, not even Mont Blanc, makes such an impression of loftiness and grandeur.

From Tacoma I made a delightful trip by steamboat to Olympia, which is situated on the extreme southern arm of the great inlet commonly known as the Sound. On the maps, the name Puget Sound is given to this arm only, the main body of water being called Admiralty Inlet. I never knew how it came about that in local customs this name, bestowed by the discoverer, Captain Vancouver of the British navy, came to be set aside and Puget Sound applied to the whole stretch of water from the Strait of Juan de Fuca up to Olympia; but to speak of Admiralty Inlet now shows that you are a bookish traveler and do not belong in the Sound Country. Olympia was founded in the early fifties, and already had a respectable age when I first saw it in 1882. This showed plainly in the absence of all appearance of newness. The streets were well shaded, the dwellings had lawns and flower-gardens around them, there were churches and schoolhouses, and the town looked as comfortable and as old as a New England village. Here lived the Territorial officers who had come out from the East with appointments from the President, and they and their families formed a refined society. The citizens had not caught the craze of speculation, and were contented to live quietly—amusing themselves with picnics and fishing excursions, cultivating fruits and flowers, eating the little Sound oysters and insisting that they were good, and leading quite a lotus-land existence in their bowery nook in the forest. The captain of the steamboat told me that cherries were ripe, and invited me to his house. We climbed into a big cherry-tree, and sat most of an afternoon in the branches eating the delicious fruit, he telling me many entertaining tales of life in this remote region on the tidal flow of the Pacific.

SPRING.

He'd be a stock or stone, or coarser ground,
Who wouldn't sing of spring on Puget Sound.
If grasping, sordid man should silent be,
A song would burst from every hill and tree.

Spring offers days too bright for mortal men,
Ethereal days, which smile but once, and then
The heavens weep because they pass away—
Too perfect with the common earth to stay.

The downy mists cling round the mountain tops;
The glowing sun, while stealing upward, stops
And paints a blush of spring upon the snows
Before his power upon the earth he shows.

The very blood leaps through the veins in glee—
As leaps the life into the shrub and tree—
Upon the amorous touch of witching spring,
Who makes the hills to blossom and to sing.

The passing steamer leaves a veil of black
Above the blue Sound, o'er its bubbly track;
The lark calls shrilly from the towering fir,
And tells his mate he'll cross the mead to her.

The bluebird whistles gaily from the fence;
He and his mate their first spring tasks commence.
The willows promise crops of cats to yield;
The blushing osier glows across the field.

The only perfect day's a day in spring
On Puget Sound, the days of which I sing;
And he's a stock or stone, or coarser ground,
Who wouldn't sing of spring on Puget Sound.
St. Paul. JOSEPH W. DORR.

“Greater America”

Full information about the new Pacific possessions of the United States. A handsome booklet just out—most complete publication yet issued. Beautifully illustrated, maps, statistics of exports and imports, possibilities of Oriental trade, merchant marine of the world, and other interesting information. Sent free if you mention “Northwest Magazine.”

F. I. WHITNEY,

General Passenger and Ticket Agent, Great Northern Railway,
ST. PAUL, MINN.

IN THE BUSINESS WORLD.

A Remarkable Insurance History.

One of the foremost influences in making St. Paul known abroad is the Saint Paul Fire and Marine Insurance Company, whose large general offices are at the corner of Third and Jackson streets. Starting in 1865 with the small capital of \$75,000, it is now numbered among the oldest and most successful insurance companies in the United States. Wherever a citizen of St. Paul goes, so that it be within the boundaries of our own country, there he will find the agencies of this active corporation.

The remarkable growth of the company is clearly set forth in the following table, which is taken from the company's thirty-fourth annual report. It dates from the organization of the business in 1865, when, as previously stated, the cash capital was only \$75,000. During some of the five-year periods herein shown, the records made were phenomenal, and throughout them

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Curing Without Medicine.

Hosts of people are coming to the conclusion that there is a better way to rid one's self of diseases and aches than by dosing the system with medicines. Osteopathy is so sensible, so reasonable, so simply scientific, and has been proven so effective, withal, that it has secured a firm position in the confidence of thousands of men and women. This method of treatment seeks the cause of disease, or of a pain, and removes it. The treatment is largely local, though it is thoroughly beneficial to one's whole system, no matter whether the application be purely local or general.

In a recent interview with Roger E. Chase, the successful osteopath whose offices are at No. 916 Pioneer Press Building, St. Paul, it was learned that any disease that is curable by means of medical treatment is also curable means of osteopathy. Osteopathy can remedy defective

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all the increase has been steady and strong—a constant climbing upward toward invulnerability. But we will let the figures tell their own story in five-year periods:

January 1.	Total Assets.	Net Surplus.
1870.....	\$ 285,543.56	\$ 32,865.44
1875.....	808,146.52	129,506.91
1880.....	857,681.48	166,375.01
1885.....	1,164,066.70	266,610.51
1890.....	1,713,904.60	510,607.88
1895.....	2,080,437.84	544,278.40
1896.....	2,164,959.44	631,457.13
1897.....	2,252,317.48	673,934.14
1898.....	2,363,765.05	732,013.09
1899.....	2,523,987.72	784,888.78

The present capital of the company is \$500,000; the reserve for unearned premiums is \$1,016,407.87; the reserve for all other liabilities amounts to \$222,691.07; the net surplus over all liability is \$784,888.78; and the total assets, as stated in the above table, amounts to the immense sum of \$2,523,987.72.

In 1898 the total premium receipts of the company aggregated \$1,782,629. At the close of the same year the total income from all sources was \$1,877,933, the total expenditures \$1,655,068, and the total insurance in force was \$146,468,905.

The company conducts a general fire and marine insurance business in all the States except

vision on the part of school children; it is good for all manner of female weaknesses; it is peculiarly adapted to the cure of bronchitis, colds, the grippe, etc.; and it is just as good for fevers, appendicitis, and all such maladies. There are no nauseating drugs and medicines to purge one's system of. A cold is cured in a day; the grippe is worked out of one's bones so that it does not return; and that bad feeling, so often called nervous prostration, is driven away completely, and speedily supplanted by health, strength, and vigor.

These osteopathic physicians do not say a great deal, but they are performing successful cures every day, and their gratified patients talk for them. Doctor Chase is a graduate of one of the best osteopathy institutes, possesses an excellent knowledge of anatomy, is an earnest student of physiology, and enjoys a practice that is growing larger and larger all the time. The new school is popular with St. Paulites, and we expect to see it grow in favor right along.

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On the floor below are the largest, most elegant, and by far the most complete system of bath-rooms west of New York and Chicago.

Hall after hall is devoted to the cleansing of the human body. There are great rows of cozy booths in which plain baths are taken; there is another row for electric baths, still another for medicated baths, and in a separate quarter of the extensive plant you can take a delicious swimming or plunge bath. Turkish baths are a specialty, massage treatment is given, and if you want a shower-bath or a steam-vapor renovation, modern appliances are at hand for administering them promptly, cheaply, and to one's perfect satisfaction. When you are through with all this you can, if you wish, lie down on soft couches and rest until you are cool and quite ready to go forth into the cold world again. Expert attendants are in waiting night and day, and everything is done to make this what it really is—one of the most healthful and luxurious resorts in the Saintly City.

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The genial boniface who presides over the destinies of this cafe and hotel has had so broad an experience in both lines that he is splendidly qualified to cater to the requirements of the best class of patrons. He overlooks nothing. His viands are the most select and seasonable, his refreshments are the choicest, his service is up to date in every respect, and his rates are always reasonable. It

is a pleasure to lunch at such a place; and, since men must satisfy their hunger somewhere, why not do it where value for value is given?

A Pioneer Builder and Financier.

Down on Fourth Street, at the corner of Jackson, in St. Paul, is the first office-building that was erected in the capital city. It is the old Gilfillan Block, in which the Capital Bank is located, and it was put up, and is still owned, by Charles D. Gilfillan, one of the most progressive and influential men in this section of country. He it was, also, who inaugurated St. Paul's splendid waterworks system. A director in several of our best banking-houses, and a man of large means and broad views, he has a good deal to do with all that concerns the settlement and upbuilding, not only of the city, but of the entire Northwest.

For the past sixteen years Mr. Gilfillan has made his home chiefly on his famous stock farm, one of the largest in the State. In superintending this big property, and in looking after his important interests in the city, he finds ample employment for time and faculties alike.

A Trust Company's Safety Vaults.

The conveniences that are now provided for the accommodation of the general public are truly remarkable. We are told that the St. Paul Trust Company—whose offices are in the Endicott Arcade block, which extends from Fourth Street clear around to Robert Street—provides safe receptacles not only for money, jewels, etc., but for valuably-laden trunks and packages as well. These may contain precious pictures, rich silverware, books, laces—anything, in fact, which the owner wishes to have safely guarded from fire and burglars. The safe-deposit vaults rented by the company at low yearly rates are very popular, especially with

ladies. The owner gains access to them at pleasure, and is absolutely protected from loss by fire and thieves. There is little wonder that so many persons avail themselves of this great convenience.

An 1899 Carriage Factory.

The great revival of business throughout the Northwest and the consequent abundance of money are having a very decided influence upon all the leading industrial lines. At Minnesota Transfer, midway between Minneapolis and St. Paul, where the big plant of the H. A. Muckle Manufacturing Company is located, orders for fine vehicles are received in larger numbers than were ever known before in the history of the company. This is saying a good deal, for the reason that this standard factory is always busy, its superior carriages, buggies, phaetons, etc., being in popular demand everywhere. There is a heavy call for the unequaled delivery wagons made by the concern, and for its fine road-wagons. The Muckle full-swing attachment, and other exclusive improvements used, are features that no well-informed buyer is willing to do without. All these goods are sold direct to consumers. It is a Western factory, and it is evident that Western people like its way of doing business. A catalogue will be sent on application.

Where Furs are Dressed.

H. M. Taubert, a practical fur-dresser, tanner and dyer at 625 to 631 Bryant Avenue North, in Minneapolis, reports a marked increase in his business the past winter. While all kinds of furs are dressed in first-class order, he makes specialties of cowhide, kip, horse, and calfskins. The Northwest is full of dealers who constantly have something that they wish done in Mr. Taubert's line, and his thirty years' experience is a very substantial recommendation.

This Cut Shows a NEW FEATURE in Vehicle Building.

The Body **SWINGS BACKWARDS** and **FORWARDS**.

We are **SOLE MAKERS**

OF THIS CELEBRATED

FULL-SWING BUGGY.

The body is hung from the ends of the short top springs by swinging body hangers. On the **BED** so made by **THESE HANGERS**, the body rests and rides. These hangers turn in bearings attached to the bottom of the body, which permit the body to have a **FREE BACKWARD** and **FORWARD** swinging motion. Notice the ends of the short top springs are **NOT ATTACHED** rigidly to the body. A **SOFTER, STRONGER SPRING** has never been produced.

The buggy body with the rider is supported by the two short double body hangers or bails, one near the front, and one near the rear end of the body. These two supporting bails or hangers, one near the back and one near the front of the body, by their location and by their working in harmony, cause the body to carry at all times **LEVEL**. This short swinging motion, backward and forward, but always on a level plain, protects the neck and back of the rider against jolts and thrusts, and marks something new, A **LONG STEP FORWARD** in the science of buggy building.

This vehicle, in its style and construction, is the invention of our **MR. MUCKLE**. In the ease and comfort it furnishes the rider, and in the protection it furnishes to the bolts and parts of the buggy itself against wearing strains, we do not hesitate to assert it has no equal. No vehicle builder has ever before been able to remedy this old and admitted defect in construction.

Furnished with or without Rubber Tires. Catalogue of Finished Work, Free. We are a Western Factory for Western People.

Office and Factory
Between the Twin Cities,
At Minnesota Transfer.

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Other lines carried by the company include the celebrated "Oval Brand" of canned goods—fruits, vegetables, etc., packed in Baltimore, fruits from California, and canned salmon from the canneries in Astoria, Ore. Mr. Donaldson has been with the company twelve years, and is known as one of its ablest managers. There are nineteen branch houses in all, and but few of them, if any, exceed the annual volume of business done from St. Paul.

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is a pleasure to lunch at such a place; and, since men must satisfy their hunger somewhere, why not do it where value for value is given?

A Pioneer Builder and Financier.

Down on Fourth Street, at the corner of Jackson, in St. Paul, is the first office-building that was erected in the capital city. It is the old Gilfillan Block, in which the Capital Bank is located, and it was put up, and is still owned, by Charles D. Gilfillan, one of the most progressive and influential men in this section of country. He it was, also, who inaugurated St. Paul's splendid waterworks system. A director in several of our best banking-houses, and a man of large means and broad views, he has a good deal to do with all that concerns the settlement and upbuilding, not only of the city, but of the entire Northwest.

For the past sixteen years Mr. Gilfillan has made his home chiefly on his famous stock farm, one of the largest in the State. In superintending this big property, and in looking after his important interests in the city, he finds ample employment for time and faculties alike.

A Trust Company's Safety Vaults.

The conveniences that are now provided for the accommodation of the general public are truly remarkable. We are told that the St. Paul Trust Company—whose offices are in the Endicott Arcade block, which extends from Fourth Street clear around to Robert Street—provides safe receptacles not only for money, jewels, etc., but for valuably-laden trunks and packages as well. These may contain precious pictures, rich silverware, books, laces—anything, in fact, which the owner wishes to have safely guarded from fire and burglars. The safe-deposit vaults rented by the company at low yearly rates are very popular, especially with

ladies. The owner gains access to them at pleasure, and is absolutely protected from loss by fire and thieves. There is little wonder that so many persons avail themselves of this great convenience.

An 1899 Carriage Factory.

The great revival of business throughout the Northwest and the consequent abundance of money are having a very decided influence upon all the leading industrial lines. At Minnesota Transfer, midway between Minneapolis and St. Paul, where the big plant of the H. A. Muckle Manufacturing Company is located, orders for fine vehicles are received in larger numbers than were ever known before in the history of the company. This is saying a good deal, for the reason that this standard factory is always busy, its superior carriages, buggies, phaetons, etc., being in popular demand everywhere. There is a heavy call for the unequaled delivery wagons made by the concern, and for its fine road-wagons. The Muckle full-swing attachment, and other exclusive improvements used, are features that no well-informed buyer is willing to do without. All these goods are sold direct to consumers. It is a Western factory, and it is evident that Western people like its way of doing business. A catalogue will be sent on application.

Where Furs are Dressed.

H. M. Taubert, a practical fur-dresser, tanner and dyer at 625 to 631 Bryant Avenue North, in Minneapolis, reports a marked increase in his business the past winter. While all kinds of furs are dressed in first-class order, he makes specialties of cowhide, kip, horse, and calfskins. The Northwest is full of dealers who constantly have something that they wish done in Mr. Taubert's line, and his thirty years' experience is a very substantial recommendation.

This Cut Shows a NEW FEATURE in Vehicle Building.

The Body **SWINGS BACKWARDS** and **FORWARDS**.

We are **SOLE MAKERS**

OF THIS CELEBRATED

FULL-SWING BUGGY.

The body is hung from the ends of the short top springs by swinging body hangers. On the **BED** so made by **THESE HANGERS**, the body rests and rides. These hangers turn in bearings attached to the bottom of the body, which permit the body to have a **FREE BACKWARD** and **FORWARD** swinging motion. Notice the ends of the short top springs are **NOT ATTACHED** rigidly to the body. A **SOFTER, STRONGER SPRING** has never been produced.

The buggy body with the rider is supported by the two short double body hangers or bails, one near the front, and one near the rear end of the body. These two supporting bails or hangers, one near the back and one near the front of the body, by their location and by their working in harmony, cause the body to carry at all times **LEVEL**. This short swinging motion, backward and forward, but always on a level plain, protects the neck and back of the rider against jolts and thrusts, and marks something new, A **LONG STEP FORWARD** in the science of buggy building.

This vehicle, in its style and construction, is the invention of our **MR. MUCKLE**. In the ease and comfort it furnishes the rider, and in the protection it furnishes to the bolts and parts of the buggy itself against wearing strains, we do not hesitate to assert it has no equal. No vehicle builder has ever before been able to remedy this old and admitted defect in construction.

Furnished with or without Rubber Tires. Catalogue of Finished Work, Free. We are a Western Factory for Western People.

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Between the Twin Cities,
At Minnesota Transfer.

H. A. MUCKLE MFG. CO.,

St. Paul,
Minn.



No. 812—FULL SWING CONCORD.

The POPULAR MINNESOTA BUGGY.

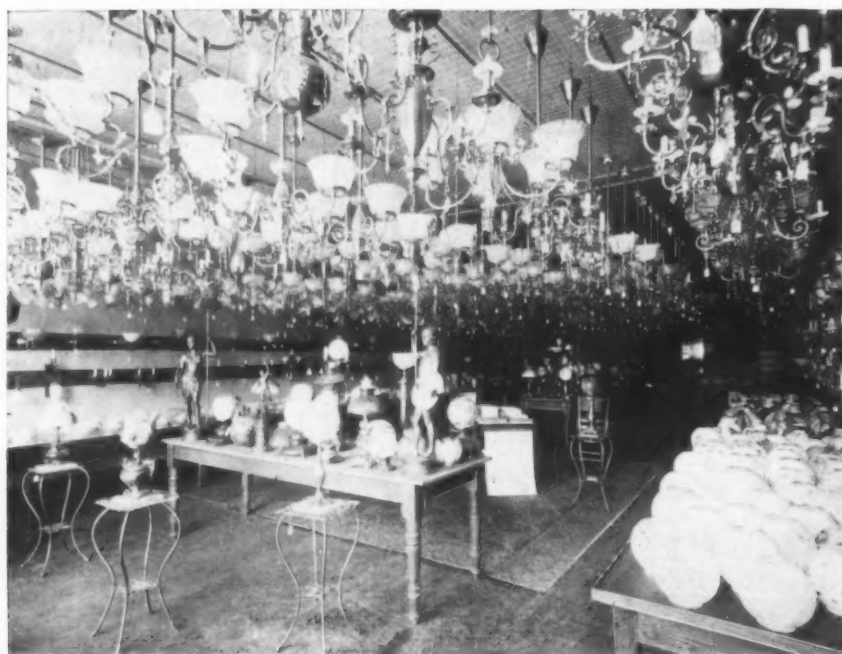
M. J. O'NEIL,

60 East Sixth Street,

St. Paul, Minnesota.

SANITARY PLUMBING,

STEAM and HOT WATER HEATING, GAS and ELECTRIC FIXTURES, Etc.



SECOND FLOOR AT O'NEILS.



O'NEIL'S MAIN STORE ROOM.

The accompanying illustrations are interior views of M. J. O'Neil's big four-story establishment at No. 60 East Sixth Street, St. Paul.

This is the largest house of the kind in the Northwest. Everything wanted in plumbing and steam and hot-water heating can be supplied here promptly and at the lowest rates.

It is a concern that can take any kind of house, large or small, and any kind of a business block, public building, church, opera-house, or factory and machine plant, and fit it up complete, from top to bottom, with all lines of sanitary plumbing, heating apparatus, gas or electric fixtures, etc.

It is here that you will also find the most extensive assortment of gas and electric light fixtures in the West. You can get all kinds and styles of single-light fixtures, or you can select two lights, three lights, or fixtures with any number of burners desired. You can get gas and electric fixtures combined, if you so desire; and you will find a big display of stand lamps, a great variety of globes, all kinds of burners—everything, in fact, needed in the fixture line.

Mr. O'Neil employs forty men. He takes the largest kind of contracts, and does the work quickly and satisfactorily. The plumbing and fixtures in many of the largest buildings in St. Paul, have been furnished by him.

Besides owning the fine building he now occupies, Mr. O'Neil is going to erect another block of the same size on the lot adjoining. He carries an immense stock of everything in his line now, but the constant growth of his business calls for increased facilities, and he has decided to put in a complete and very extensive plant for the manufacture of gas and electric light fixtures, etc., etc. This will enable him to fill all orders for such goods as cheaply and much more promptly than Eastern concerns can, and he will be able to guarantee the quality and manufacture of every article made and sold by him. He has built up a splendid business on merit alone, and it is on this basis that he solicits the patronage of the public. His work is all done skillfully and thoroughly, and the people know that it pays to get his estimates before letting out contracts.

Send for one of his Fine Catalogues.



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The Leading Hotel of the City.
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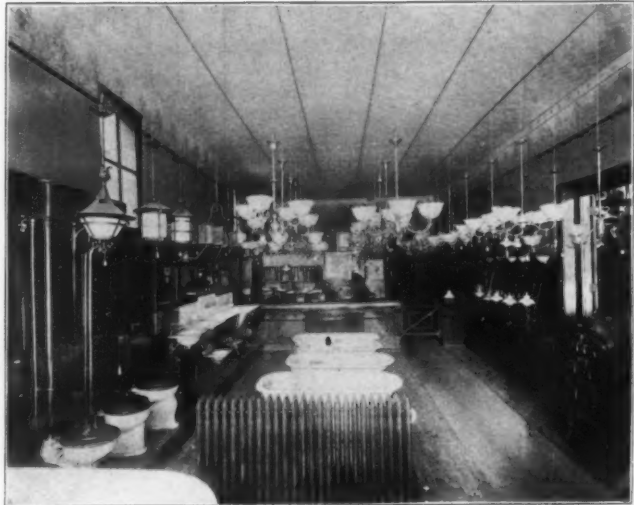
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SCIENTIFIC PRINCIPLES.



I especially request the public to visit my Gas-Fixture Parlors, where a full assortment of gas, electric and combination fixtures may be seen at all times. Many of these fixtures are of my own manufacture, and all of them are stylish and sold at the very lowest prices for first-class goods.

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All who have visited my parlors were unanimous in the opinion that mine was the finest display in the city.

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Or any other goods sold by the yard, will be mailed to anybody who will describe the kinds, colors and qualities wanted.

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Special Attention Given to Cyclists.

First-class meals and luncheons, ice-cream, soda-water, and all seasonable fruits. Cosy private rooms, if desired.

SPECIAL—We have a fine 20-acre park, cool and shady, suitable for picnic parties.

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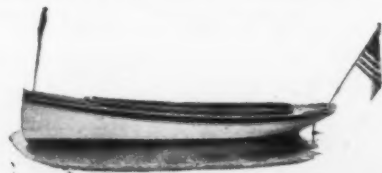
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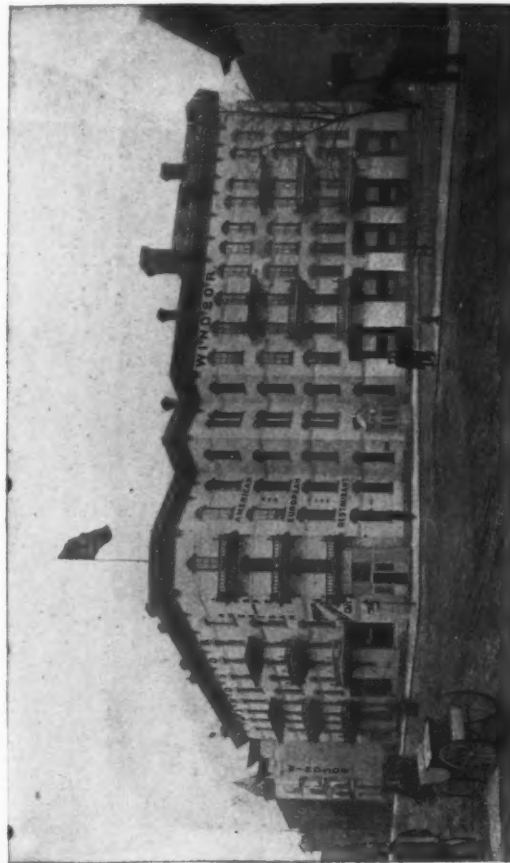


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The Surest Trap Winners, the Surest Game Killers.

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Strongest, Highest
Velocity, the very

Best and Cheapest Smokeless Shell on the Market.

Semi-Smokeless Powder is a new and wonderful discovery, patented and made only by THE KING POWDER CO., Cincinnati, Ohio. Except a little more smoke, it has all the good qualities of the best Smokeless powder.

Semi-Smokeless Shells are very quick and strong, are fine for Trap shooting, make the longest and surest kills in the field, require no cleaning of the gun, and are so free from smoke as not to obscure the game. EQUAL TO SMOKELESS, and COST BUT LITTLE MORE than black powder loads.



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You can always cure your children,
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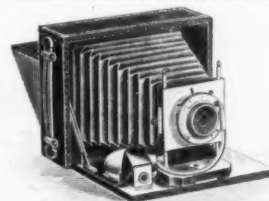
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Drs. Parker and Bemis having severed their
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Opened a little over four years ago. Its growth has been phenomenal. The volume of business done by this house during the past year has been the largest in its history, and never was the outlook so bright as now. GRANT P. WAGNER is Treasurer and General Manager.

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Elegantly Packed.



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\$1.00
For a 2 lb. Box.
Express Prepaid.



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New Maps, size of each about 17x23, of Washington, North Dakota and Minnesota. Land Companies and Real Estate and Immigration Agents will find these maps very desirable for advertising purposes. Reading matter can be printed on the reverse side. For quotations on quantities from 1,000 to 100,000 address Poole Bros., Railway Printers & Publishers, 316 Dearborn St., Chicago.

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This White Enamel Bed \$10.45.

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Minnesota Notes.

The Porter flouring-mill in Winona, which has been closed three years, will be reopened in March by B. J. Rothwell, C. H. Adams and L. S. Brown of Boston, and turn out 600 barrels daily. A large warehouse to hold 20,000 barrels will be built at once. The firm will probably incorporate as the Bay State Milling Company. A cooper-shop will be reopened in connection.

The Northwestern Supply Company has incorporated in Duluth, with \$50,000 capital stock, for the manufacture of engines, boilers, and all kinds of machinery and machine supplies.

The Standard Food Company of Indianapolis is negotiating with a view to establishing a food factory in Harris, to employ 100 men.

Consumption Cured.

An old physician, retired from practice, had placed in his hands by an East India missionary the formula of a simple vegetable remedy for the speedy and permanent cure of consumption, bronchitis, catarrh, asthma and all throat and lung affections, also a positive and radical cure for nervous debility and all nervous complaints. Having tested its wonderful curative powers in thousands of cases, and desiring to relieve human suffering, I will send free of charge to all who wish it, this recipe in German, French or English, with full directions for preparing and using. Sent by mail, by addressing, with stamp, naming this magazine, W.A. Noyes, 830 Powers' Bldg., Rochester, N.Y.

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Robinson—"I'll sell it to you for a mere song."

Dumley—"To the tune of—?"

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Dumley—"Ah, I see! one of Patti's songs."

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of 807 acres,**

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Winnipeg.

30 acres brush, 15 scrub, 150 hay, balance first-class
arable lands; 250 fenced and cultivated; 8-room log-
house; good log outbuildings; splendid water, school
and churches within half mile.

Only \$5,500.

**An Improved Farm of
640 acres,**

30 miles from Winnipeg, 5 from Marquette.
Half hay, balance arable; 150 acres cultivated; good
farm house, stone foundation and basement; good
outbuildings. An excellent mixed farm. First-class
settlement, school, church and post-office within one
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\$5,500, very easy terms.

Twenty-two more Improved Farms in different
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Taxes paid and special
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Good Land Cheap

In Central Minne-
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\$3 to \$6 per acre.
Improved lands, \$5 to \$20. Long time, low interest. Corn
and tame grasses raised. Send for free circulars and
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Halstead, commissioned by the Government as Official
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with General Merritt. In the hospitals at Honolulu, in
Hong Kong, in the American trenches at Manila, in
the insurgent camps with Aguinaldo, on the deck of
the Olympia with Dewey, and in the roar of battle at
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We have loaned money in this locality
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on North Dakota Land, and pay cash for
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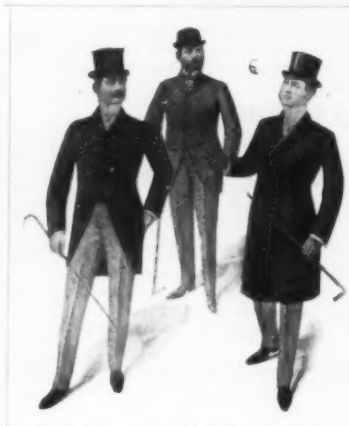
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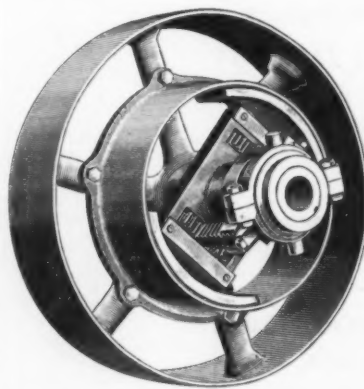
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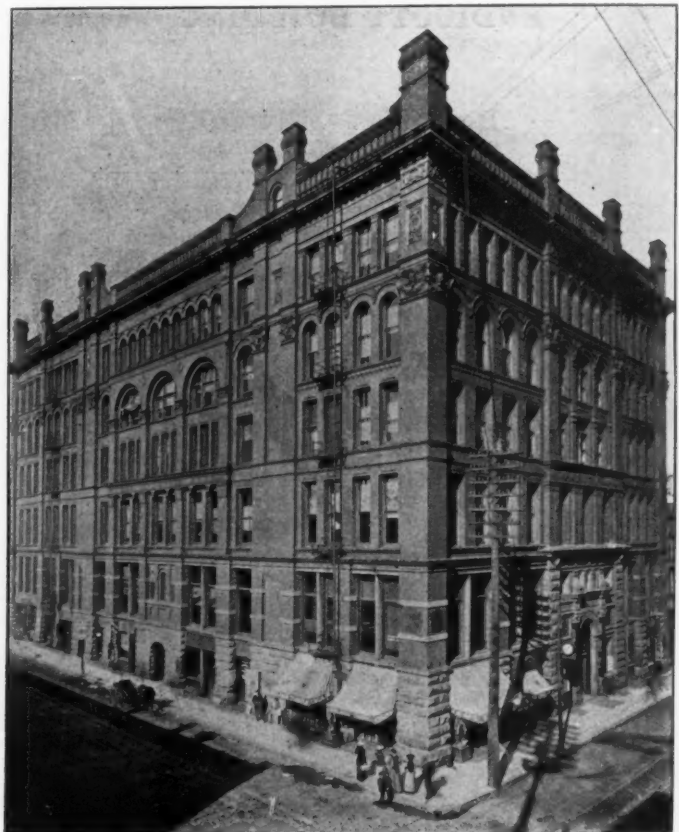
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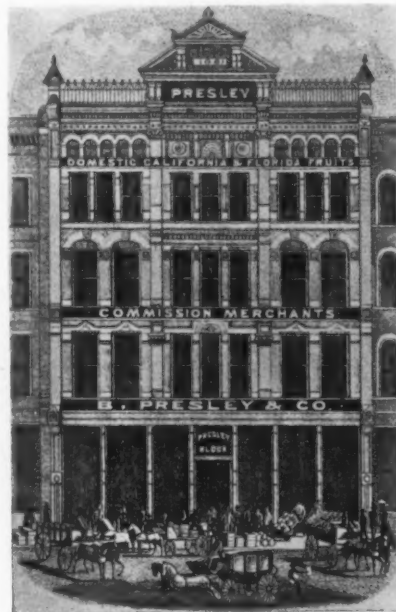
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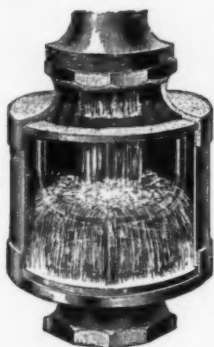
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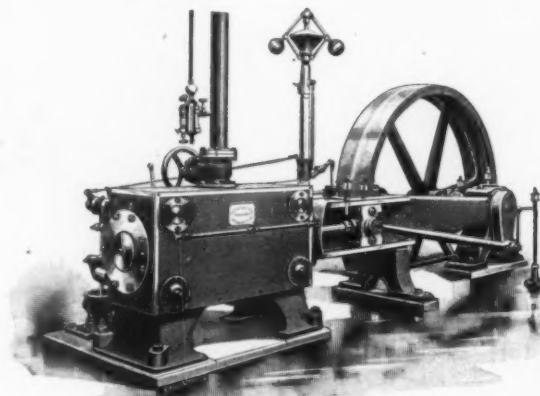
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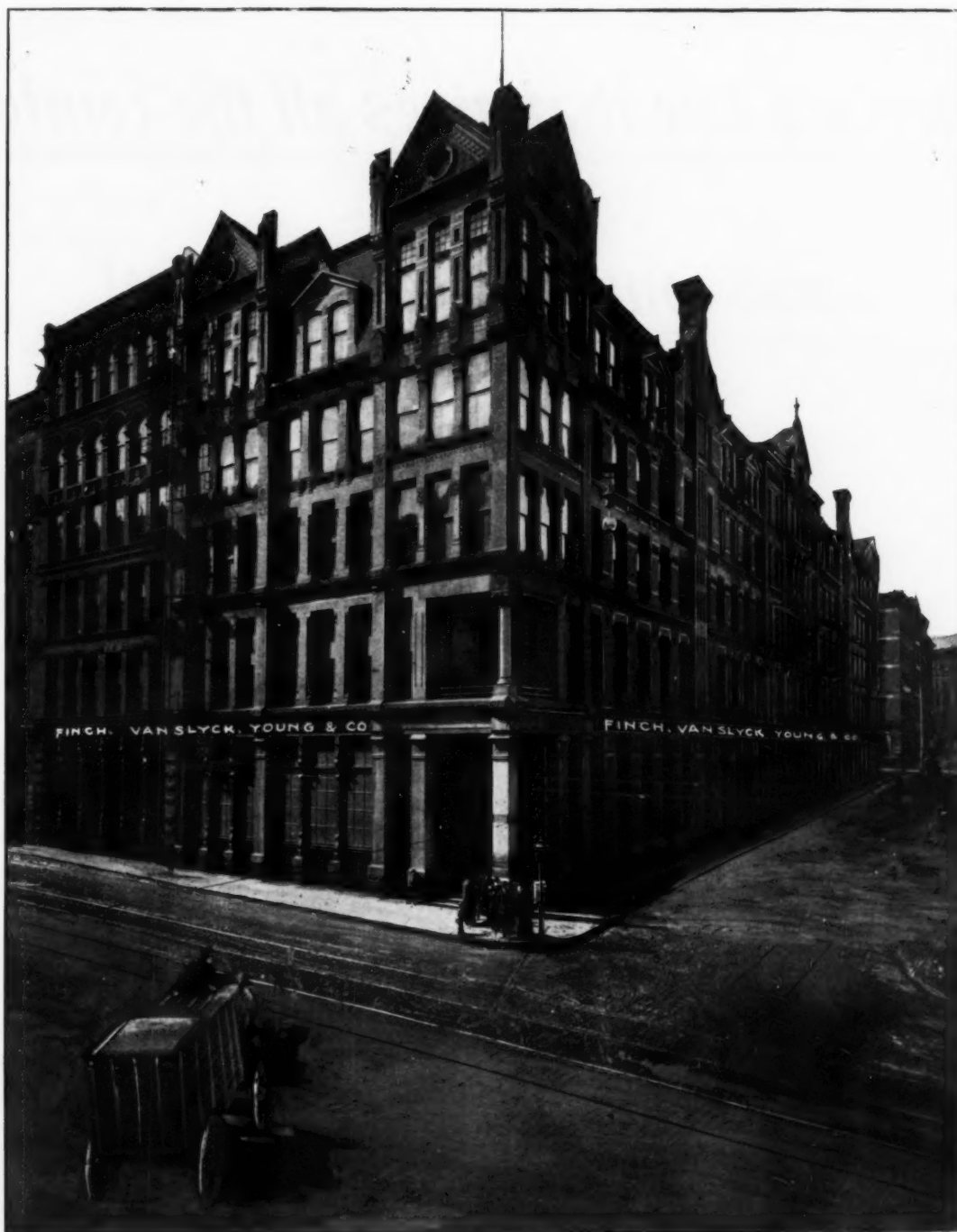
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Halsted Roller Mill, Halsted, Minn., 70 H. P. simple.
Brown Bros., Etherville, Iowa, 70 H. P. simple.
Washington Feed Co., Spokane, Wash., 70 H. P. simple.
W. P. Fowler, Morris, Minn., 100 H. P. simple.
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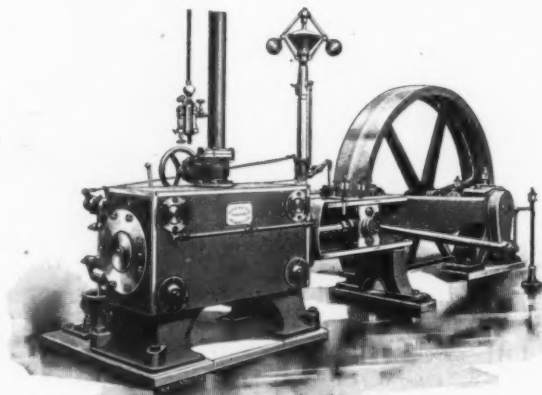
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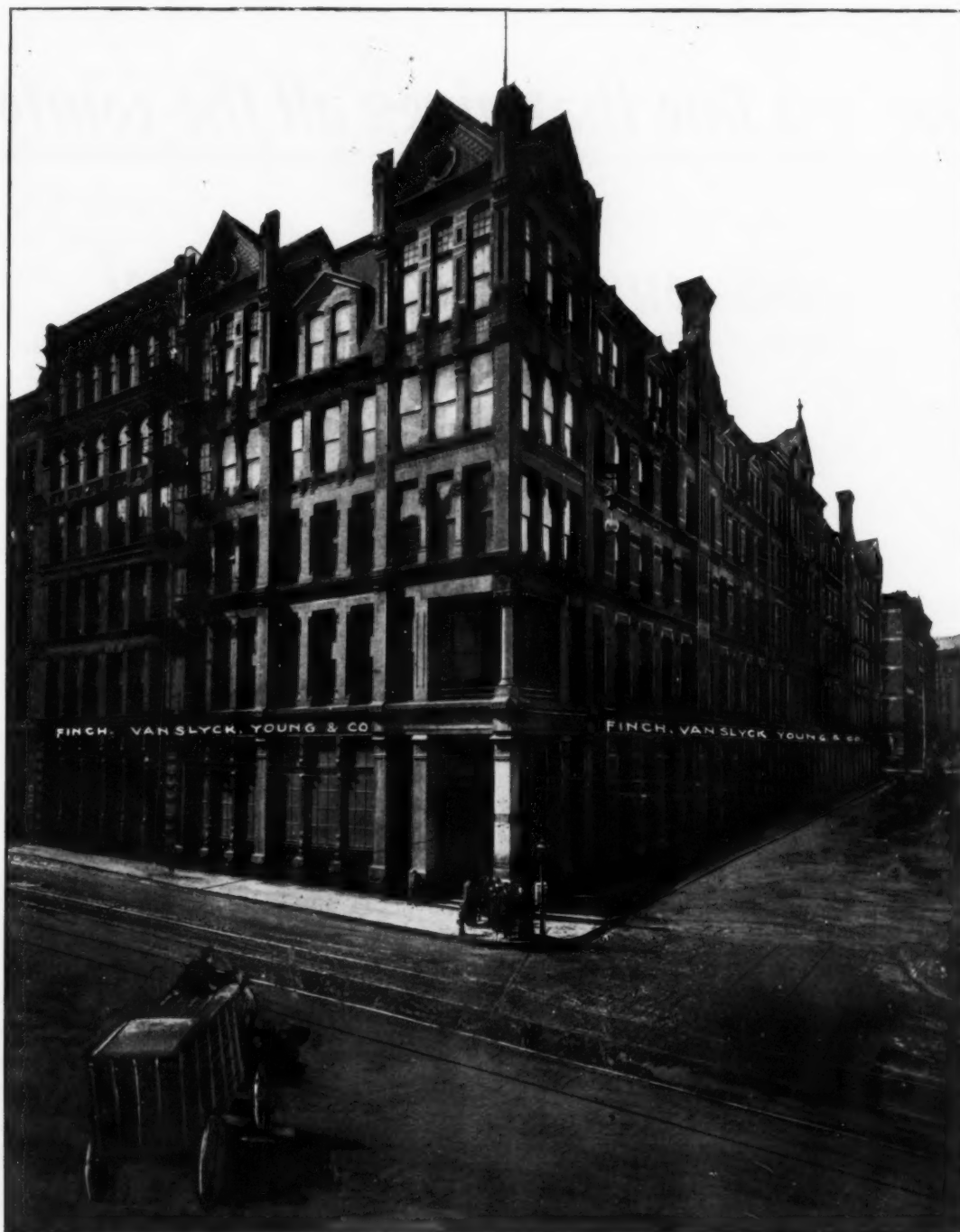
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Dunselth Roller Mills, Dunselth, Minn., 100 H. P. simple.
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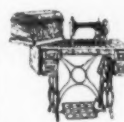
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Warranted 10 years; will last a lifetime. 30
days' trial in your own home. The only High
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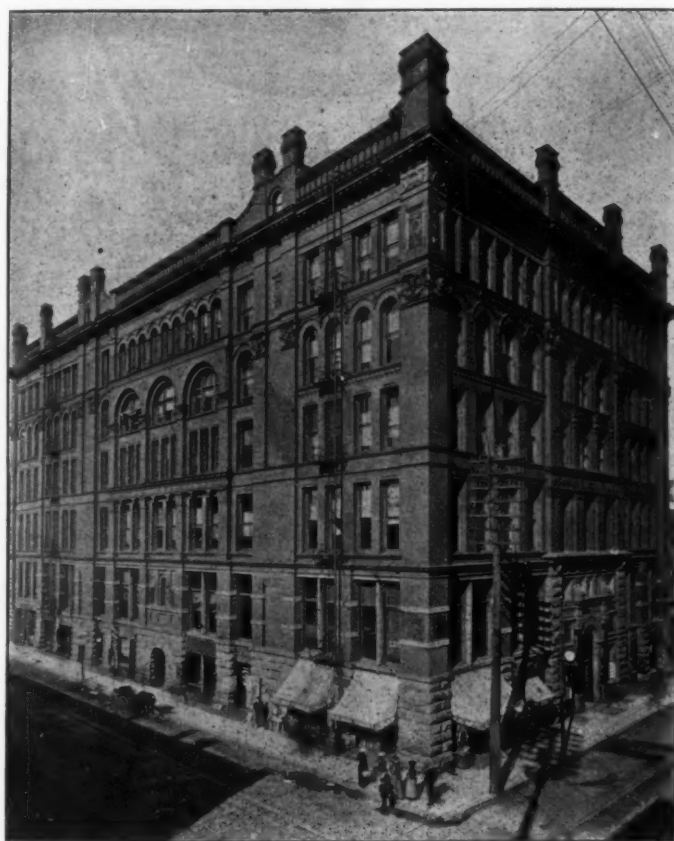
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Sixth and Wabasha Streets,

ST. PAUL, MINN.



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A Milwaukee House Turning Out 2,000 Pairs Daily, and Also Doing a Heavy Jobbing Business.

The F. MAYER BOOT & SHOE CO.

From "ye olden times," when the shoe-maker was wont to travel from house to house with his primitive outfit for making the year's supply of shoes for the entire family, to these days of wonderful labor-saving machinery and immense, busy workshops devoted to this industry, is a most marvelous example of the spirit of modern progress. The old methods of manufacture and the old materials have been completely revolutionized; the clumsy, ill-fitting and uncomfortable shoes worn by former generations having been succeeded by light, elegant, perfect-fitting and durable footwear which is sold at astonishingly low prices. We of the present generation are indeed fortunate that we are not compelled to suffer the inconveniences that our grandparents did in this respect.

Few of our readers need to be told that the shoe industry has been, until comparatively recent years, principally in the hands of manufacturers in the New England States, New York, and Pennsylvania. From the pioneer days of the Northwest until within the past twenty years, these Eastern manufacturers exacted a heavy tribute from the trade and from consumers throughout the West and Northwest; but, since early in the eighties, large factories have been established in the Northwest, and have developed a business which proves conclusively that shoes can be manufactured anywhere that it is possible to secure material, skilled labor, and erect a modern and model factory.

That the West and Northwest will eventually be completely independent of far-off Eastern manufacturers, is foreshadowed in the most striking manner by the remarkable success that has attended the F. Mayer Boot and Shoe Company of Milwaukee.

The business conducted under the above style had its inception in 1880 in a building containing only 8,400 feet of floor-space for factory, office, and salesrooms. Today the factories of this concern, located at the corner of Walnut and First streets, and Thirtieth and Elm streets, contain a floor area of 58,560 square feet, and have a capacity of 4,000 pairs of shoes per day.

The offices and salesrooms are now located in a splendid modern seven-story building at the corner of East Water and Huron streets, having a floor area of 40,000 square feet, thus making a combined floor area occupied by the firm of 98,560 feet.

These figures represent a truly phenomenal

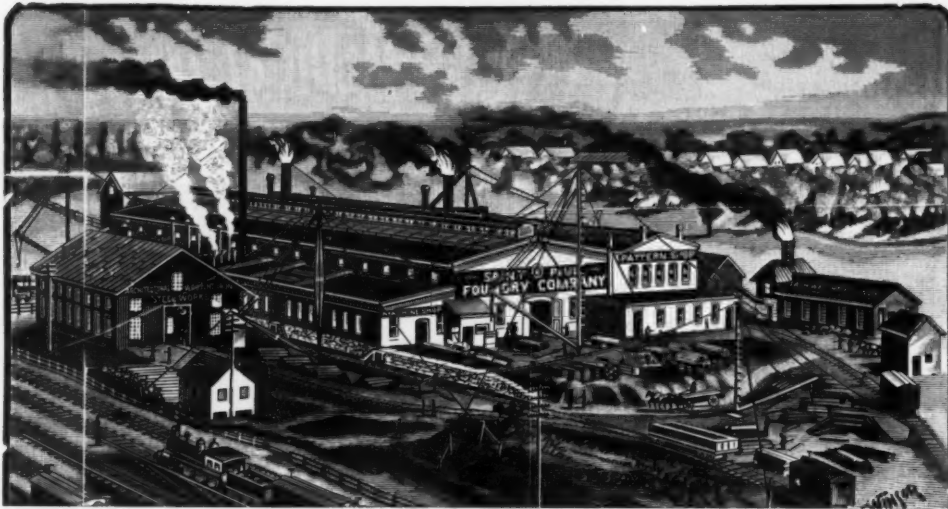
development of facilities, made necessary by the constant expansion of the business, and affording practical proof of the wide-awake and pushing enterprise which has characterized its management.

The success of the F. Mayer Boot and Shoe Company can be largely attributed to the firm's intimate knowledge of the requirements of the Northwestern trade. They turn out a comprehensive line of men's boys' youths', ladies', misses', and children's footwear, which for excellence of material, fitting qualities, durability, and style are equal to any goods in similar grades produced in the United States, and which exactly meet the requirements of the Northwestern trade. Readers will hardly expect us to enter into details regarding such a comprehensive line of goods as is embraced in the output of the F. Mayer Boot and Shoe Company, for this house does not confine its operations to the manufacture of any one special line; on the contrary, its productions include a variety of footwear from which a selection can be made equally well adapted to the hardest and roughest usage in the field, the lumber-camp, the mine, or to the exacting requirements of the most fashionable dressers of either sex. In short, everything in footwear, from the daintiest and most stylish shoes for feminine wear, and light and graceful shoes for gentlemen's wear, to the plain, solid and most substantial types of shoes for all kinds of roughing it, are made by the house under notice—while in addition to their own manufactures they carry a full line of low-and medium-priced goods made in the East, and have the agency for the celebrated Wales-Goodyear rubbers.

To use an expression of the trade, the F. Mayer Boot and Shoe Company's goods are always "sellers," and never fail to increase the business and prestige of all who handle them, by giving unqualified satisfaction to their wearers. As to prices, if the house were not able to offer as good footwear for the money as any contemporary concern in the country, they could not so successfully have met the powerful competition which they have been compelled to encounter.

The management of the company report that the spring trade thus far this year has been fully up to their expectations, and that the outlook for continued activity is promising from every point of view.





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Architectural

—AND OTHER—

Iron Work.

Low Prices. Quick Deliveries.

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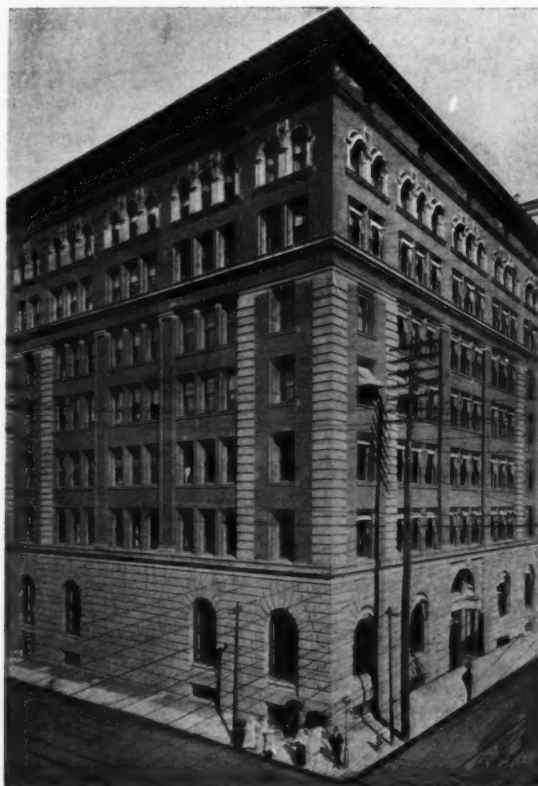
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Established 1884.

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HIGH GRADE ANTHRACITE
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COALS

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N. $\frac{1}{4}$ of the N. E. $\frac{1}{4}$, Sec. 32, Tp. 137, Rg. 45—80 acres.

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E. $\frac{1}{4}$ Sec. 18, Tp. 134, Rg. 46—320 acres.
N. E. $\frac{1}{4}$ Sec. 10, Tp. 134, Rg. 46—160 acres.

RED LAKE COUNTY.

S. W. $\frac{1}{4}$ Sec. 10, Tp. 152, Rg. 44—160 acres.

NORTH DAKOTA.

RANSOM COUNTY.

S. E. $\frac{1}{4}$ Sec. 10, Tp. 136, Rg. 53—160 acres.
N. E. $\frac{1}{4}$ Sec. 10, Tp. 134, Rg. 57—160 acres.
N. $\frac{1}{4}$ of S. $\frac{1}{4}$ Sec. 20, Tp. 134, Rg. 57—160 acres.

SOUTH DAKOTA.

EDMUNDS COUNTY.

N. E. $\frac{1}{4}$ Sec. 21, Tp. 124, Rg. 68—160 acres.

BROWN COUNTY.

N. E. $\frac{1}{4}$ Sec. 35, Tp. 122, Rg. 65—160 acres.

BRULE COUNTY.

N. E. $\frac{1}{4}$ Sec. 17, Tp. 104, Rg. 68—160 acres.

KANSAS.

KINGMAN COUNTY.

E. $\frac{1}{4}$ of S. W. $\frac{1}{4}$ Sec. 35, Tp. 27, Rg. 7, and E. $\frac{1}{4}$ of N. W. $\frac{1}{4}$ Sec. 2, Tp. 68, Rg. 7—160 acres.

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614 Manhattan Building, St. Paul, Minn.

Some Recent St. Paul Realty Sales.

That St. Paul business and residence properties as investments for revenue are gaining in favor of conservative men, is daily becoming more apparent.

The Messrs. Rothschild report having recently closed the sales of the business property on the corner of Fourth and Wacouta streets at \$32,000, paying better than six per cent net; property at 62 East Seventh Street, \$17,000, paying six per cent net; the corner of Mississippi and Nash, \$3,200, paying eight per cent net; and premises at 711-713 St. Peter, \$3,700, paying ten per cent net.

They report other investments of a similar kind under consideration, including some good business properties paying eight per cent net.

Payne vs. Le Roi.

The Payne mine, B. C., is a bigger dividend-payer than the Le Roi. By mining and shipping 100 tons of ore a day it can make a yearly profit of nearly \$2,000,000. The Payne is a small fissure, averaging not more than two and one-half feet, but every pound of galena taken out of the vein will run over 120 ounces of silver and over sixty per cent in lead to the ton. One hundred and twenty-five men will break and mine this 100 tons of ore, and no power-plant, no air-drills, no hoisting or steam or electric machinery of any kind will be needed for years. In fact, the Payne justly ranks among the richest mines ever discovered. The original discoverers of the group sold the whole out for \$6,000. That was seven years ago. The present owner can clean up \$6,000 a day net profit.

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For over fifty years Mrs. Winslow's Soothing Syrup has been used by mothers for their children while teething. Are you disturbed at night and broken of your rest by a sick child suffering and crying with pain of cutting teeth? If so, send at once and get a bottle of "Mrs. Winslow's Soothing Syrup" for children teething. Its value is incalculable. It will relieve the poor little sufferer immediately. Depend upon it, mothers, there is no mistake about it. It cures diarrhoea, regulates the stomach and bowels, cures wind colic, softens the gums, reduces inflammation, and gives tone and energy to the whole system. "Mrs. Winslow's Soothing Syrup" for children teething is pleasant to the taste and is the prescription of one of the oldest and best family physicians and nurses in the United States, and is for sale by all druggists throughout the world. Price, twenty-five cents a bottle. Be sure and ask for "Mrs. Winslow's Soothing Syrup."

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as mercury will surely destroy the sense of smell and completely derange the whole system when entering it through the mucous surfaces. Such articles should never be used except on prescriptions from reputable physicians, as the damage they will do is ten fold to the good you can possibly derive from them. Hall's Catarrh Cure, manufactured by F. J. Cheney & Co., Toledo, O., contains no mercury, and is taken internally, acting directly upon the blood and mucous surfaces of the system. In buying Hall's Catarrh Cure be sure you get the genuine. It is taken internally and is made in Toledo, Ohio, by F. J. Cheney & Co. Testimonials free.

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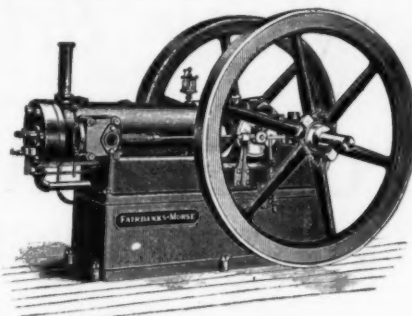
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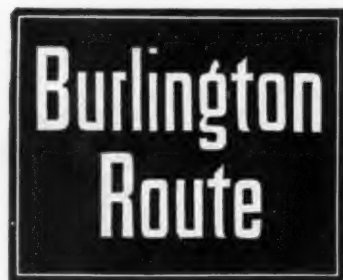
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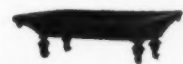
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PATENT

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LATEST IMPROVED ARTIFICIAL LIMBS,

452 EAST WATER ST.,

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We often wonder at the ease and grace with which people who have had the misfortune to lose a leg can get around and follow their vocation as before.

The recent advances in the manufacture of artificial legs are wonderful. The above cut shows young Roy Spooner, son of Mr. Frank Spooner of 709 Racine St., Milwaukee, Wis., who had both feet cut off by a freight-train in the Milwaukee yards.

Eight weeks after the amputation, this lad received two artificial legs from the factory of the Doerflinger Artificial Limb Company, of Milwaukee, and after a week's practice with the same, he could walk with perfect ease, and ride a bicycle without aid. He has since improved greatly, and now no one would hardly notice that the boy is so seriously maimed.

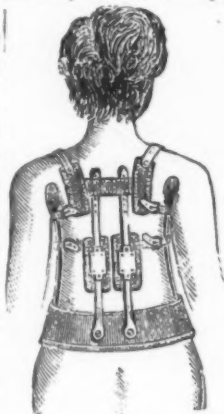
This is only one of the great number of successes achieved by the Doerflinger Artificial Limb Company in fitting out these unfortunate mortals with artificial substitutes for the wonderful structures with which nature had endowed them.

The Company controls two improvements in artificial legs, which are patented in the United States, and for which they have applied for patents in thirteen foreign countries. These improvements enable them to give their customers more solid comfort and better satisfaction than any other firm in the same line. The improvements consist in a so-called slip socket, which prevents chafing between the stump and the socket, and a felt foot with steel-bearing rocking-plate ankle joint. The foot cut illustration herein will give the reader an idea of the simplicity of construction and practical utility of the foot.

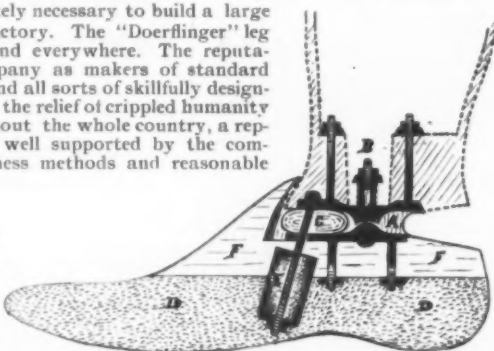
Any one interested in the matter should not fail to send for the Doerflinger Company's catalogue for 1899. It is profusely illustrated, and has a lithographic plate showing the details of mechanism throughout the "Doerflinger" leg. It also gives people in need of the article many useful hints. The above company also manufactures artificial arms, both for appearance and those adapted especially to the work of farmers and laborers, and apparatus for all kinds of deformities, such as spinal curvature, weak spine, bow-legs and knock-knees of children, etc.

It is gratifying to know that the business of this reliable house is increasing so rapidly that it is absolutely necessary to build a large addition to its factory. The "Doerflinger" leg is in great demand everywhere. The reputation of the company as makers of standard artificial limbs and all sorts of skillfully designed apparatus for the relief of crippled humanity extends throughout the whole country, a reputation which is well supported by the company's fair business methods and reasonable prices.

The address of the Doerflinger Artificial Limb Company is 452 E. Water Street, Milwaukee, Wis.



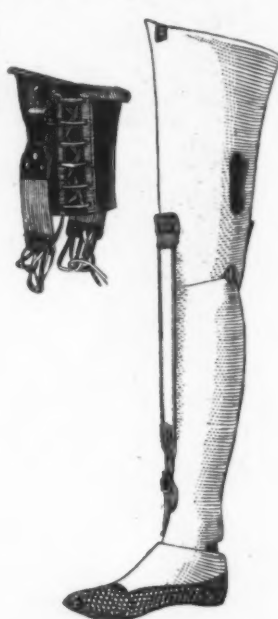
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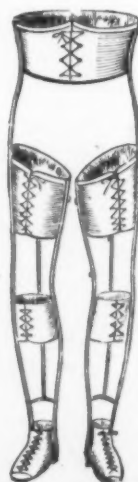
Elevations for Shortened Limbs.



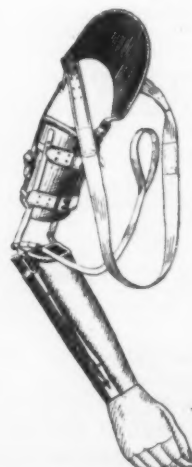
A "Doerflinger" Leg for Amputation below the Knee, with the Slip-socket removed from the Wooden Socket.



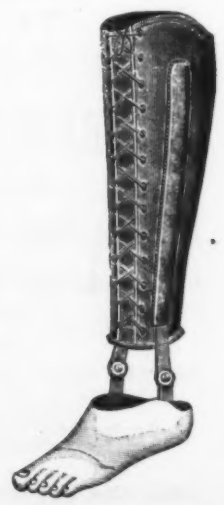
A "Doerflinger" Leg for upper Amputation, with Slip-socket removed from Wooden Socket.



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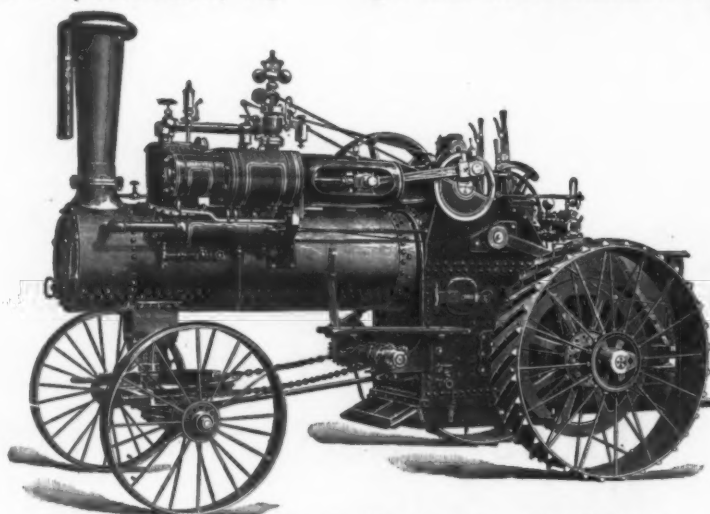
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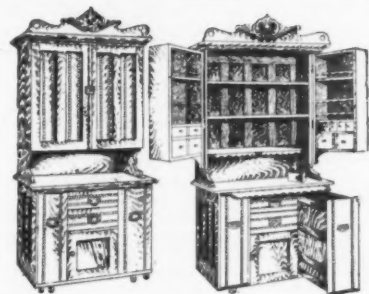


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Our descriptive circulars can be had at your local
furniture store.

MADE BY

The Minneapolis Furniture Co.,
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HOW SHE BASED HER IDEA.

While the recent grand jury was pursuing its investigations a case came up for consideration which, by the way, afterwards resulted in the indictment of a certain woman on a charge of larceny. One of the witnesses before the jury was a young girl who was well acquainted with the woman being investigated.

During a lull in the questioning a jurymen asked: "Do you consider Mrs. — a lady of refinement?"

"Yes, sir," was the response.

"What do you base your idea on?" asked another of the inquisitors.

"Well," was the reply, "she is lame, and wears glasses."

Then the witness was excused, while the jury took a recess to laugh.—*St. Paul Globe.*

A BLUFF THAT WORKED.

The Seattle (Wash.) *Times* says that a good story on the late S. S. Merrill cropped out in a certain law office one afternoon while a knot of attorneys were commenting upon the portraits of prominent Milwaukeeans in a recent work on Milwaukee. Mr. Merrill's likeness was reached, when one of the gentlemen, in relating anecdotes concerning the railroad builder, told of the trouble he had had with a certain conductor on the St. Paul road.

Mr. Merrill had discharged the conductor half a dozen times, and quite regularly he had reinstated him. On this particular occasion the conductor had

Mr. Ricaby continued, "that I got off at a lively little railroad station, situated a mile from the city I wished to reach. The train was late and I was tired, so that I did not like the prospects at all.

"As I hurried across the platform, about the only thing contiguous to my view was a dilapidated looking bus and a sleepy negro boy, who lazily held the door open for me to enter. Depositing my luggage on the seat of the rickety vehicle, I turned to the nodding negro, with the question:

"Say, boy, I want to see the manager of the opera-house. Do you know where I can find him at once?"

"Oh, yas, sah! I knows him. Is yo' got a show comin', boss?"

"Yes, 'What happened to Jones?'" I replied.

"Whut happened tur Jones? Huh, boss, dat darn fool nigger dun runned away and left dis yere ole town day 'fore yesterday. I's dribin' de bus now in his place."—*Seattle (Wash.) Post-Intelligencer.*

WHY IT WASN'T A GOOD RISK.

A man may have too much of a good thing, thinks the Helena (Mont.) *Independent*. A truthful chronicler relates a story of D. D. White, one of the early settlers of Colorado, that illustrates the point:

"White was one of the best known and biggest-hearted men in the mining-camps of the West," said the speaker, "and it was only a natural result of his reputation for being kind and charitable that, some time after coming into the country, he found the greater part of a large stock of merchandise on his books. And so, when he settled up his accounts with the needy but improvident ones whom he had trusted, he was forced to take a good deal of property that some men would not have had much use for. That included a lot of mines and prospects, holes in the ground, town lots, mills and machinery, and odds and ends in all sorts of out-of-the-way places.

"About the time I am speaking of there was some excitement in the vicinity of Buckskin Joe's over



AN ESTABLISHED PEDIGREE.

"That boy of mine," remarked the proud parent extravagantly, "is the genuine article. He's all wool, you can bet."

"Shouldn't wonder," commented his sister, grimly; I notice that he shrinks from washing."

been summoned, and entered the room in fear and trepidation. He found the general manager glowing with rage, and was speedily informed that his services were not needed any longer, and that this time his dismissal was for good.

"What's the matter this time?" ventured the culprit. "It's this," blurted the general manager. "I'm tired of listening to stories of my conductors buying \$1,500 diamonds on \$1,000 salaries."

"I suppose this is the diamond you refer to, Mr. Merrill," returned the quick-witted conductor, pointing to a small headlight in his shirt-front.

"I suppose so," assented the irate manager.

"Well," continued the conductor, calmly, as he proceeded to unfasten the gem, "you may have it for \$2."

That settled the conductor with Mr. Merrill, and he never received another reprimand. Merrill used to relate the incident at times, never for a moment suspecting the bluff, and that the stone had really cost \$1,500 as he had heard.

WHAT HAPPENED TO JONES.

"Let me tell you an amusing little incident that happened a short time ago," said Stanford B. Ricaby, manager for Harry Corson Clarke, at the Hotel Butler one recent afternoon. Mr. Clarke was here to present the comedy, "What happened to Jones?" at the Seattle theater.

"It was away down in Texas, one day last month,"

some good quartz that had been found there, and Mr. White went over to inspect the properties and to make arrangements to handle some of them. He secured from Leander M. Black, of Central City, a contract to haul one of his steam quartz-mills over to the new Eldorado. Soon Mr. White was on the scene, ready to begin work; his machinery all on the ground, and his men comfortably housed in brush wickiups. Needing wood, he let a contract to a settler in the locality to furnish a few cords. The man came to him after a time and said:

"Mr. White, the wood is here, and I would like to have you come over and measure and receive it."

"White stopped long enough from the finishing touches he was putting on the mill to go over the ricks of cordwood with a cane and estimate what it contained.

"I am ready to start up," he said, then, "and I will ask you to wait a few days for the payment for the wood."

"Do you own this mill?" the wood contractor asked.

"Yes, and three others," White replied.

"Well," the wood-chopper replied, with simple force, "if that is the case I guess me and you can't do business. If this was the only mill, I would trust you; but no man who owns four mills is a good risk. I have been there before, Mr. White. Good day."

"And he loaded on all the wood again and carried it off to another market."

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Flour is made in a new mill equipped with all the latest and most improved machinery, by careful and expert millers, from the finest Minnesota hard wheat.

If your grocer does not keep it, send us his name, and your order. We will see that you are supplied.

We guarantee it the best flour you ever used.

BUY IT
and
TRY IT.



If not satisfactory return to grocer and he will refund your money.

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is the ideal food, for the woman who expects to become — or who is — a mother.

It is the most nourishing, and most easily digested of foods, and helps to digest other foods. In addition, it is a gentle soothing tonic, calms nervousness, cures stomach trouble, and increases the flow and richness of the milk.

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Trout Fishing, Lake Fishing, Hunting and Aquatic Sports Abound.

THE EUCLID, SUPERIOR, WIS.



THE WEST SUPERIOR HOTEL,

Owned and operated by the
LAND & RIVER COMPANY, West Superior, Wis.

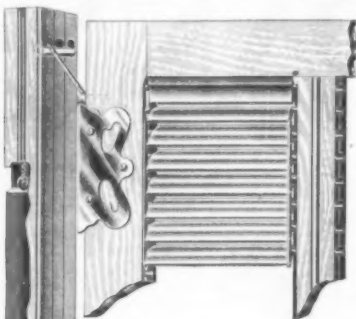
This hotel is operated with the view of making it the most attractive hostelry in the Northwest, to which end no expense has been spared to make it complete in every respect. Since its erection nine years ago, it has been noted as being the best appointed and most liberally managed hotel on Lake Superior, during which time it has been enlarged to twice its original size, now containing two hundred large and sunny rooms, en suite and with bath. Special tables and attendants assigned to families and tourists seeking the privacy and comforts of an elegant home.

Being in the center of the most beautiful lake and forest regions in America, it offers special attractions to travelers and sportsmen, and those suffering from hay fever or malaria. Convenient to all street car lines and principal business houses.

Up-to-Date Sliding Blinds.

Of late there have been placed upon the market various kinds of sliding blinds, the manufacturers of which have vied with one another in perfecting a blind that would combine elegance and convenience with moderate cost. Of the many kinds that are manufactured, George Poppert's "Patent Weight Sliding Blinds," made by The George Poppert Manufacturing Company, of Milwaukee, Wis., are entitled to special consideration. After devoting much time and expense, and overcoming many obstacles, Mr. Poppert has succeeded in producing a sliding blind with a perfection heretofore unknown in this line of manufacture, and which, as a device for shade and ventilation, is unexcelled for either convenience or elegance.

These blinds are hung like an ordinary sash, and are counterbalanced by lead weights which are guided in boxes secured to the face of the jamb. They have their weights counterbalanced, and are therefore more easily operated than those supported by springs, which can be moved only by the full strength of both



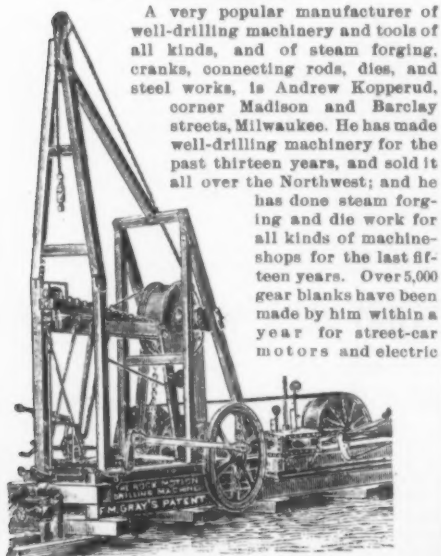
CUT SHOWING UPPER CORNER OF BLIND, AND TOP PART OF GUIDEWAY IN WHICH THE LEAD WEIGHTS SLIDE.

arms, or they get so loose as to fall down. Mr. Poppert uses cords that are run over glass cylinders, thereby avoiding the trouble caused by cords slipping off, and the squeaking of pulleys. The construction is so simple that they cannot get out of order, and they are operated with perfect ease and without noise, a light touch of a finger being sufficient to move them.

Wood sliding in wood is always subject to swelling. To avoid this, these blinds are held in place by metal attachments, and are therefore never affected by the weather. They can be taken out to clean, the guideways remaining unchanged in their places, and not interfering in any manner with curtains, shades, or window ornaments.

They have come into general favor, and are recommended by all who have used them. The blinds are shipped finished complete with all attachments, ready to put in place. They are made of any kind of wood or finish desired, straight or curved, and for either old or new windows in any kind of building.

Well-Drilling Machinery, etc.



THE ROCK-MOTION DRILLING MACHINE.

cranes. The gears are partly new work. Manufacturers used to cast all gears, but lately such gears are made of hammered iron, which outlast five of the old kind.

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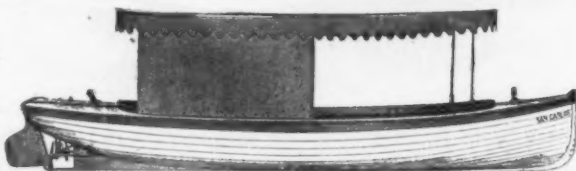
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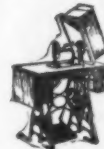
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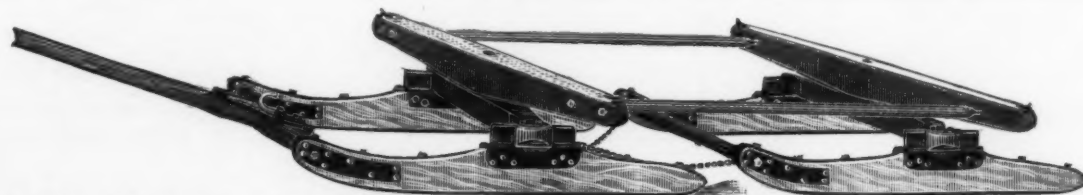
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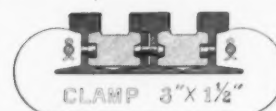
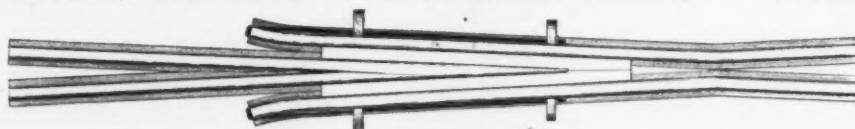


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"Wanted—A room by two gentlemen about thirty feet long and twenty feet broad."

It seems strange that a fellow isn't "in the swim" when society throws him overboard.

Some one asserts that a cat's eyes are larger at midnight than at any other time. We are positive that its voice is.

"What is raised mostly in damp climates?" asked the teacher.

"Umbrellas," replied Johnny.

Ella—"Where does Bella get her good looks from—her father or her mother?"

Stella—"From her father; he keeps a drug-store."

Charlie—"What makes Dickie's cough so bad this morning?"

Susie—"It is nearly time for him to start to school."

Aunt Emily—"I have just had my photograph taken, Eva. I have one done every year, you know."

Eva—"Goodness, auntie! You must have hundreds."



A PALPABLE KNOCK-OUT.

"I know the pie was rather thin as to filling," said the landlady, weeping bitterly, "but I didn't think he had any right to say what he did."

"What did he say?" asked the advisory old boarder.

"He asked me if I didn't think the pie-crust would be improved if—it—had—another—coat—of—paint."

"My voice is still for war," shouted the impassioned orator.

"How about the rest of you?" yelled a sarcastic bystander.

Mrs. Angle—"You're going fishing, John, aren't you?"

Mr. Angle—"Yes, my dear."

Mrs. Angle—"Then mind they're fresh, John; mind they're fresh!"

Querist—"What do you consider the hardest problem of a man's existence?"

Lazy—"Getting his own consent to crawl out of bed in the morning."

Nora—"Ah, Pat, Ol can't foind worruds to tell yez how much Ol am indebted to yez for this lovely watch."

Pat—"Sure, Nora, an' it's meself that is in debt for it dape enough for both of us!"

"I hear," said the fair lady, "that you were out with the boys last night."

The two-headed gent groaned dismally. "I was," he admitted. "And I want to say to you that in a case of this kind two heads are not better than one."

Teacher (to class)—"What is a good definition of the word 'lie'?"

Bright Boy—"A lie is an abomination to the Lord, and a very present help in time of trouble."

Although a woman may possess
The daintiest foot in town,
You'll find it quite immovable
When once she puts it down.

John—"Do you uphold the custom of giving presents at Christmas?"

Will—"It doesn't make any difference whether I uphold it or not; it holds me up every year, just the same."

Artley—"Jones has cultivated an extremely mobile face."

Jimson—"Well, he ought to."

"Ought to what?"

"Automobile!"

Tourist (in country quarters, apprehensively)—"How about the mosquitoes? Don't you find them pretty vicious creatures?"

Native (indifferently)—"Not at all! Not at all! Why, they'll eat right out of your hand!"

"What did Colonel Stilwell say about the brandied peaches we sent to cheer his convalescence?"

"He said he was afraid he was not strong enough to eat the fruit," replied the girl, "but that he appreciated the spirit in which it was sent!"

Husband—"Excuse me, dear, but your cakes are not like my mother's cakes."

Wife (savagely)—"No, they're not. I once took a piece of one of your mother's cakes to the Zoo and offered it to the ostrich, but it refused it!"

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1 " Salzer's Best Lettuce,	10c
1 " California Fig Tomato,	10c
1 " Early Dinner Onion,	10c
3 " Brilliant Flower Seeds,	10c

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Above 10 pkgs. worth \$1.00, we will mail you free, together with our great Plant and Seed Catalogue upon receipt of this notice & 14c postage. We invite your trade and know when you once try Salzer's seeds you will never get along without them. Onion Seed 68c, and up a lb. Potatoes at \$1.20 a Hbl. Catalog alone 5c. No. 310

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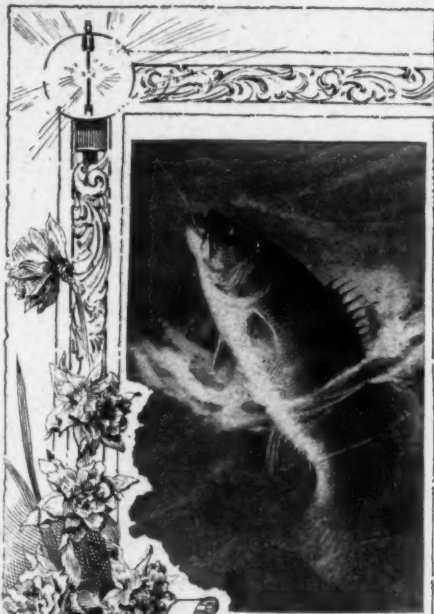
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740 Bulk Fringe Cards, Love, Transparent, Export &
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Price Purses, New Games, Magical Illusions
An. Finest Sample Book of CARDS. Biggest list of
Visiting and Hidden Name Cards. Free to all
All for 2c stamp. OHIO CARD CO., Celia, Ohio.

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NORTHWESTERN PHOTO COPYING CO.,
High-grade Commercial and Outdoor Photograph-
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Dr. Burn's CORSETS, WAISTS AND AB-
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Gate Valves, Fire Hydrants, Water Pipe specialties,
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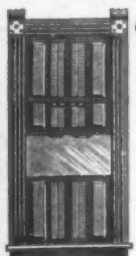
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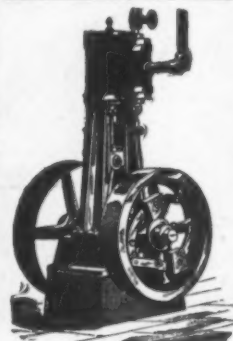
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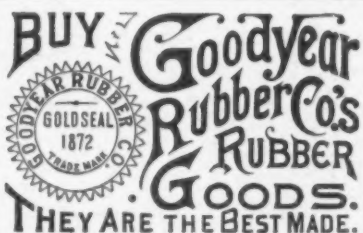
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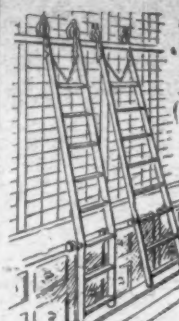


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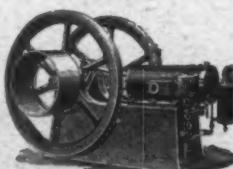
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